

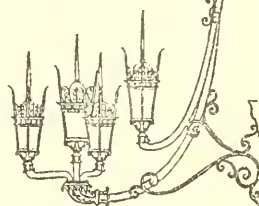
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REQUEST FOR PROPOSALS

PHASE 1B VACANT LAND

DRAFT
For
Discussion Purposes Only

SOUTH END

Neighborhood Housing Initiative



BOSTON REDEVELOPMENT AUTHORITY
STEPHEN COYLE, DIRECTOR

December, 1986

REQUEST FOR PROPOSALS FOR THE SOUTH END NEIGHBORHOOD
HOUSING INITIATIVE (SENHI)
VACANT LAND - PHASE 1B
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SUBMISSION PROCEDURES FOR SENHI PHASE 1B
VACANT LAND
WASHINGTON ST. CORRIDOR

Applicants are requested to submit ten copies of submission materials by 12 noon, March 14, 1987 to:

Stephen Coyle, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

All responses must conform to the submission requirements outlined in this Request for Proposals. Following an initial review of the submissions, additional information may be requested from competing teams.

All financial information requested for individual team members shall be held confidential.

SUBMISSION REQUIREMENTS FOR DEVELOPMENT PROPOSALS

Ten copies of all materials are requested. Submissions should be reproducible, in an 8½"x11" format, and organized in the categories listed below.

For each proposal a certified or cashier's check for \$100 drawn to the order of or assigned to the Boston Redevelopment Authority is requested. A \$50 refund will be made to unsuccessful applicants.

I. LETTER OF INTEREST

Each submission shall be accompanied by a Letter of Interest introducing the development team and indicating the partnership's willingness to participate in and to proceed expeditiously with the proposed development.

II. DEVELOPMENT SUBMISSION

1. A one to two page summary of the proposal
2. Proposal Description
 - a. Uses
 - b. Management and/or ownership
 - c. Development schedule
 - d. Subsidy programs involved
 - e. Parking management plan
3. Development and operating pro formas
4. Proposed marketing program for both rental and for sale affordable units. For projects of five or more units, an affirmative marketing plan consistent with the requirements of the City of Boston Fair Housing Plan must be submitted.
5. Estimate of the number of construction jobs and indication of compliance with the Boston Jobs policy.
6. Letters of interest from financial institutions for construction and permanent financing.
7. Personal Financial Disclosure statement (Form HUD-6004, attached).
8. Design Proposal
 - a. site plan at a scale of 1" to 40'
 - b. elevations of proposed development and adjacent structures at a scale of 1/16" to 1'
 - c. additional plans, elevations and sections as required to understand the development

- d. description of the materials to be used for exterior facades and public spaces

Each proposal should respond to the Development Guidelines, Section VIII (Housing, Open Space, Commercial Development, Parking) Design Guidelines, Section IX and the specific guidelines for the parcels as outlined in Section X.

Further details for submission requirement are outlined in Sections VII - X.

I. INTRODUCTION

The Authority plans to offer for development approximately 60 vacant parcels and 6 vacant, unoccupied building sites in the South End in the SENHI program. The sites will be offered in two phases with phase I divided into sub phases, IA consisting of vacant buildings and IB consisting of 6 vacant sites (8 parcels) along the Washington St. corridor. Phase II will consist of approximately 46 parcels which is the balance of the developable parcels owned by the BRA in the South End.

There will be Three Request of Proposals in SENHI, one for each of phases IA, IB, and phase II. While the RFP will share the same general requirements, each RFP will set form slightly different selection criteria, submission requirements and development guidelines pertinent to the specific sites.

II. STATEMENT OF PURPOSE

This RFP for Phase IB consists of 8 vacant parcels, assembled as 6 sites, along the Washington St. Corridor. Due to their location in an area that has experienced severe development pressure, coupled with the critical shortage of affordable housing, the Authority plans to make these parcels available for development immediately.

A timeframe of 75 days is allowed for submission of proposals. A final designation will be awarded nine months from the date of tentative designation.

The following lists the Phase IB vacant parcels that are available from the Boston Redevelopment Authority as part of this offering to create affordable housing.

<u>Parcel Numbers</u>	<u>Address</u>	<u>Land Area (Sq. Feet)</u> (approx.)
<u>PHASE IB - VACANT LANDS</u>		
P6-A	1-67 Berkeley Street	47,516
30	1565-1587 Washington Street	12,000
R11-C	6-14 East Concord Street	7,500
RE-7B	83-95 W. Springfield Street	44,920
29A	1797-1815 Washington Street	24,024
R-12A	1762-1788 Washington Street	23,872
R12B	75-87 Northampton Street	16,675
33B	91-113 Northampton Street	10,376

From this Phase IB offering the Authority expects to generate up to 250 units of housing as well as open space, garden space and mixed-use development.

The request for proposal is made to development teams based on the size of the parcels. Section VII details the eligibility requirements of all the parcels in Phase IB.

III. BACKGROUND AND PROGRAM GOALS

Over the past twenty-five years, the South End has sustained remarkable social diversity and continues to be one of the most racially, ethnically and economically diverse neighborhoods in the city. Recent BRA designations in the South End of mixed income housing and mixed use developments such as Tent City, the Clarendon and Warren Street project, 35-36 West Newton Street, the Boston City Lights project, "Harry the Greek's" building, and the Tenants Development Corporation project help to reinforce and preserve the diverse characteristics of this neighborhood.

In order to maintain this diversity and to respond to the intense housing demand in the City of Boston, the Authority is proposing to sell up to 67 parcels of land for its South End Neighborhood Housing Initiative (SENHI). The SENHI is a comprehensive program designed to further the Flynn Administration's commitment to increasing the city's housing supply, providing opportunities for development to development teams that consist of, or include non-profits, CDC's or MBE's and revitalizing and stabilizing Boston's neighborhoods.

The South End Neighborhood Housing Initiative is designed to use the Authority's land and technical resources to achieve the following goals:

- o Eliminate blight by returning vacant BRA-owned land and deteriorating structures to productive use.
- o Create up to 650 new and rehabilitated, rental and ownership, housing units.
- o Create a supply of affordable housing by establishing a goal of 50% and requiring a minimum of 35% of the units be made available to low and moderate income households.
- o Preserve and create open space and gardens.
- o Promote opportunities for development by MBEs, CDCs and non-profit organizations or joint ventures with any of these groups in which the MBE, CDC or non-profit owns and controls a minimum of 25% of the project.
- o Provide technical assistance to emerging development groups.
- o Reinforce the South End's historic character and neighborhood environment by respecting historic design guidelines and satisfying parking and traffic concerns.
- o Establish an anti-displacement measure in the form of a Neighborhood Stabilization Fund that will provide grants to eligible recipients for homeowner assistance, equity for cooperative conversions and technical assistance by a nonprofit group for cooperative conversions.

The success of Boston's economic growth, the scarce production of new South End housing and a flurry of commercial development activity surrounding the neighborhood have created extreme pressures on the South End housing economy. Between 1975 and 1984 the demand for housing in the South End by all income groups increased as evidenced by the current vacancy rate of 4% compared to 13% in 1980. This pressure has resulted in a 17% annual residential sales price gain and market rent levels outpricing city increases. The 17% annual sales price increase translates into a sales price in 1984 of \$230,000 for a 1-3 unit structure that cost \$50,000 in 1975. The estimated median rent paid by non-public housing families for occupied units in 1984 was \$450. These current sales prices and rent levels in the South End illustrate the crisis for any one earning a lower or moderate income. While the revitalization of the South End over the past twenty years has improved the housing stock and public facilities, property speculation, condominium conversions, loss of lodging houses and declining federal resources for housing assistance have created pressures on an already tight market.

IV. PROGRAM DESCRIPTION

The South End Neighborhood Housing Initiative (SENHI) is the BRA's response to the intense demand for housing in the South End. SENHI is a comprehensive initiative designed to increase the number of affordable housing units in the South End and broaden development opportunities, in order to maintain the South End as a neighborhood with a racially, ethnically and economically diverse population.

A. STRATEGY FOR THE SENHI

1. The Disposition of up to 67 Parcels of BRA-Owned Land and buildings

The SENHI parcels will be advertised in three offerings. This package contains the Request for Proposals for Phase IB, which will consist of 8 vacant parcels (6 sites) along the Washington Street Corridor. This RFP has two separate components each with its own eligibility requirements. One component is for five sites 10,000 square feet and over. These large sites in Phase IB are open to proposals from Minority Business Enterprises (MBEs) and Community Development Corporations (CDCs), non-profits and Joint Ventures with any of these entities in which the MBE, CDC, or non-profit owns and controls at least 25% of the project. This RFP also advertises one site under 10,000 square feet. This component of Phase IB is open to all development groups. It is expected that all SENHI sites will generate primarily multi-unit housing, a large percentage of which will be affordable to persons with incomes below 80% of the median Boston SMSA income. The parcels included in Phase IB are listed in Section X of this RFP.

Phase II of SENHI will contain the remaining approximately 46 parcels. The RFP for Phase II, which will be issued at a later date, will be open to all development groups with priority given to urban renewal displaces, South End residents, and first-time homebuyers. This Phase II competition will be intended to create affordable and market rate housing, open space, gardens, and other community facilities. Certain open space and garden sites may be directly designated to non-profit entities.

The proceeds of the sale of any parcels in the SENHI program will be placed in the Stabilization Fund described in more detail in Section III.A.4. This is designed to serve as a safety valve to prevent displacement of existing residents.

2. Create Affordable Housing

Phase I of SENHI is expected to generate between 230 and 290 units of housing and all of SENHI is expected to generate up to 650 units of housing. A major criteria for evaluating the proposals will be the number of affordable units proposed. The BRA believes that through controlled disposition and utilization of public financial and land resources available for development of affordable units, the SENHI can contribute substantially, to the affordable housing stock. The BRA policy requires that a minimum of 35% of housing units developed with the use of public subsidy, particularly land, be available to low- and moderate-income households.

This RFP also encourages, where appropriate, ancillary development such as commercial, open space, gardens, parking, and other neighborhood facilities that maintain the vitality and stability of the neighborhood. Other criteria for evaluation will include: benefits offered to the city such as, where applicable, taxes, jobs and public amenities; compliance with design and development guidelines; demonstrated community support for the proposal; compliance with the program goals; and financial feasibility. Detailed selection criteria, submission requirements, and design and development guidelines are provided in parts IV-IX of this document.

3. Promote New Development Groups

As mentioned above, the Phase I competition for sites of 10,000 square feet or more encourages participation by MBEs, CDCs and non-profit development organizations. A goal of the SENHI program, particularly this competition, is to build capacity in these groups to undertake future housing and other types of development projects. To ensure that meeting the goal of capacity building does not jeopardize the ability to build affordable housing the RFP encourages MBEs, CDCs and non-profits with limited development experience to enter joint ventures with more experienced development entities. These joint ventures must be structured so that the MBE, CDC or non-profit has at least 25% control and ownership of the project.

All development teams participating in the competition will be evaluated on their demonstrated experience, capability and financial strength. Preference will be given to proposals that offer a reasonable certainty that the project will begin within one year.

4. Promote Neighborhood Stability

The South End currently houses a diverse population that contributes to the charm and attractiveness of the area. However, the rising cost of housing may lead to displacement of current residents and a loss of the area's diverse character.

In addition to promoting the construction of more affordable housing, the SENHI addresses the area's critical housing crisis through the Neighborhood Stabilization Fund. Designed to protect

current residents from involuntary displacement, the Fund will provide grants and technical assistance to low and moderate income residents who are not protected by rent control or do not live in subsidized housing. Eligible households must qualify by falling below 80% of the median Boston SMSA family income.

The Fund proceeds are expected primarily from the sale of Phase II parcels. The Fund will be used to help renters remain in the neighborhood, to provide grants for the equity contribution for purchasing cooperative housing units and to fund contracts with one or more local non-profit or community-based group(s) to provide needed technical assistance (T.A.) on cooperative conversion projects. The T.A. provider will identify buildings of three or more units in the South End that would be appropriate for conversion to cooperative ownership and assist these tenant groups to help them organize, identify the steps necessary for cooperative conversion and package the financial, legal and management needs of the project.

V. SELECTION CRITERIA

This RFP solicits proposals primarily for development of new housing units as well as proposals for the development of open space, gardens, commercial and other neighborhood uses.

Phase IB - Parcels 10,000 Square and Over

Developers eligible to submit proposals for large parcels (10,000 square feet and over) in Phase I are:

- o Minority Business Enterprises ("MBEs") - Firms that meet the following criteria and are certified as MBEs by the State Office of Minority Business Assistance (SOMBA):
 - 1. Owners are members of a definable minority group.
 - 2. Minority partners/shareholders must own at least 51% of the business.
 - 3. Minority owners must have dominant control of the business.
 - 4. Minority owners must be substantial investors in the business.
 - 5. The business must be an on-going concern.

"Minority"... means a person with permanent residence in the United States who is:

- A. Black American - Persons having origin in any of the Black racial heritage groups of Africa;
- B. Central/South American - Persons of Mexican, Puerto Rican, Cuban, Central or South American origin;
- C. Native American - Persons of American Indian, Eskimo, Aleut, and native Hawaiian origin;
- D. Asian-Pacific Americans - Persons of Chinese, Japanese, Taiwanese, Korean, Vietnamese, Laotian, Cambodian, Philipinos, Samoans, Guamanians, Northern Marianas, and the U.S. Trust Territory of the Pacific Islands origin;
- E. Asian-Indian American - Persons of Indian, Pakistani, and Bangladesh origin;
- F. Cape Verdean - Persons of the Cape Verdean Island origin who are of Black African heritage.

MBEs must be certified as having submitted application for certification as of the date of submission.

A copy of the MBE certification letter or proof of application from SOMBA must be included with submission.



Those applicants who wish to compete as MBE's but are denied certification from SOMBA are ineligible for this category in the competition.

- o Community Development Corporations ("CDCs"):

An established non-profit organization that is controlled by residents of a specific community defined by a geographic area, organized for the purpose of community housing and economic development.

Evidence of CDC status is required in the submission.

- o Non-Profit Organizations:

Organizations with 501(c)(3) tax exempt status.

A copy of the organization's articles of incorporation and evidence of tax exempt status must be included in the submission.

- o Joint Ventures:

Partnerships between or among MBEs, CDCs, non-profits and a majority developer in which the MBE, CDC or non-profit has at least 25% control and participation in the decisions and profits of the joint venture as set out in the Partnership agreement legally defining the joint venture. A copy of the Partnership agreement must be included in the submission.

Phase IB - Parcels under 10,000 Square Feet

All development entities are eligible to submit proposals for the small parcels (under 10,000 square feet) in Phase IB with a preference given to current or former South End residents and first time homebuyers.

The overriding standard to be employed by the Authority in evaluating all development proposals for the small parcels (under 10,000 square feet) is the determination of maximum benefit to the City of Boston and the South End community. The most significant criteria for evaluation are:

- o The demonstrated experience, capability and financial strength of the development team;
- o Demonstrated financial capability to undertake the development proposal and to meet equity requirements;
- o Demonstrated community support and ability to work with community groups;
- o Demonstrated production capacity to complete the development;

- o The benefits offered to the City by the proposed development including, where applicable local jobs, taxes and public amenities;
- o The effect of the proposed development on increasing quality affordable housing opportunities in the South End;
- o The ability of joint venture proposals to provide development opportunities for Minority Business Enterprises, Community Development Corporations, non-profit community groups and other similar entities;
- o Compliance of the proposed development with the design and development guidelines included in the RFP;
- o Financial feasibility of the proposed development; and
- o A reasonable certainty that the project will begin within one year.

VI. PROCEDURES FOR THE DISPOSITION OF THE PARCELS

The Authority will present the draft RFP to representatives of the South End Community for their review and comment. After reviewing community comments the Authority will issue a final RFP. Once the RFP is issued development teams will be allowed 75 days for submission of proposals. Upon receiving proposals from prospective developers, the Authority will conduct an internal review to determine the financial feasibility, the extent to which the proposal meets the affordability goals, whether the development team make-up conforms to the criteria for eligibility, the extent to which the development team meets the selection criteria, and the acceptability of the proposed use. The South End community will have an opportunity to review these proposals and make recommendations.

Community support of development proposals will be taken into consideration in selecting the winners.

The Authority will sell parcels to designated developers at a price based on the assessed value established at the time the tentative designation is made. However, in some cases, a reduced sales price may be set if the financial requirements of the proposal require the lower price in order to achieve the desired percentage of affordable units.

The properties will be assessed and taxed by the City of Boston under M.G.L., Chapter 59 real estate assessment procedures.

The Authority will grant tentative designation on each site for the developer whose proposal best meets the criteria for maximizing the benefits of the project to the city. The proposal then will be subject to subsequent stages of BRA development review prior to consideration for final designation. Final Designation will be awarded 9 months from tentative designation.

The BRA and the City will not incur any expenses in the development of the buildings. The buildings will be designated in an "as is" condition. The designee will pay for the cost of any utility relocation not paid by a utility company.

As part of its policy to assure stable investment in communities, the Authority will submit the names of any person/persons having a financial interest in project to the City of Boston Arson Commission, the Collector-Treasurer's Office, and the Tax Title Division of the City's Law Department.

Each department will certify to the Authority that the individual is to the best of their knowledge in good standing regarding the issues pertinent to each department.

All applicable city policies will apply, including job policy requirements, fair housing requirements.

Severability: The provisions of this RFP are severable, and if any provision or provisions shall be held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of the RFP.

VII. SUBMISSION REQUIREMENTS

The Boston Redevelopment Authority requests that the developer submit, no later than 5 P.M. on March 14, 1987 to the Office of the Director, Boston Redevelopment Authority, City Hall, Room 934, One City Hall Square, Boston, MA 02201. For questions regarding the submission requirements, please contact Ricardo Millett's office at 722-4300, extension 401.

1. General Submission:

- a. A submission fee of \$100 (cashier's or certified check drawn to the order of or assigned to the Boston Redevelopment Authority) for each site for which a proposal is submitted. For unsuccessful applicants, \$50 of the fee will be retained by the Authority for processing the submission: the \$50 balance will be returned.

Not-for-profit groups may apply for a reduction of the submission fee upon a showing of financial hardship.

- b. The Authority expects separate proposals will be submitted for each site. Submissions combining more than one site will be evaluated as separate proposals for each site. The Authority reserves the right to reject any portion of a packaged submission. The submission fee for each site in a package of sites will be the same as if the submission were for each site individually.
- c. At any time, the Authority may request additional information from any developer. The Authority reserves the right to reject any and all proposals and to withdraw, at any time, any property from this process.
- d. Applicants may submit questions or requests for additional information about the competition.

3. Development and Design Submission:

Ten copies of the developer's submission are required with request form in an 8½" x 11" format.

- a. A letter of interest must be included which introduces the development team, including the developer, architect, contractor and consultants, and includes, where applicable, the extent and nature of participation in the project by Minority Business Enterprises, Community Development Corporations, non-profit organizations or other similar entities. For joint ventures a copy of the Partnership Agreement detailing the amount of control and participation of the parties must be submitted. The letter should briefly summarize experience, qualifications, relevant background; describe functional and legal relationships among team members; list the name of the chief contact person; describe interest and willingness to participate in preparation of proposals; and describe ability to proceed expeditiously if selected.

- b. A proposal description is required, including proposed uses, proposed management and/or ownership of each use, anticipated development schedule and, where applicable, proposed subsidy programs involved in either construction or permanent financing. In addition, a one to two page summary of the proposal should be included.
- c. Both development and operating pro formas are required for each property to be developed (forms enclosed), as well as any other financial information that may assist the Authority in evaluating proposals. Information provided in narratives and memoranda should correspond to completed pro formas.
- d. Multi unit residential developments must include a proposed marketing program for both rental and for sale affordable units specifying the income groups to which units are expected to be rented or sold. The City of Boston Fair Housing Plan also requires that developers of all projects of five or more units submit an affirmative marketing plan to ensure equal access to the units. The Plan should detail outreach efforts including:

- 1. advertising the availability of housing in majority and minority newspapers;
- 2. sending outreach letters to housing counselling agencies that assist low and moderate income and minority families;
- 3. undertaking such additional efforts as may be required, due to the specific nature or location of the project.

Up to 70% of the units may be targeted for marketing to neighborhood residents, but residents from other neighborhoods may not be prevented from competing for all units.

- e. All submissions should include an estimate of the number of construction jobs that will be generated by the development program. Developers must comply with the requirements of the Boston Jobs Policy: (50% of the total workhours must be filled by Boston residents, 25% by minorities, and 10% by women) in hiring for these jobs. In addition, for commercial development proposals the requirements shall apply for permanent jobs as well as construction jobs.
- f. Letters of interest from financial institutions for construction and permanent financing must be included.
- g. The Redeveloper's Statement for Public Disclosure and Redeveloper's Statement of Qualifications and Financial Responsibility (Form HUD-6004 enclosed must be completed and included with the submission): all financial information for individual team members will be kept confidential.
- h. Site plan(s) at a scale of 1" to 40'-0" illustrating the character and scope of the proposal. The site plan must include the first floor plan and identify pedestrian, vehicular, and service access. Landscaping, ground plane materials, and amenities, where appropriate, should be indicated.

- i. Elevations of proposed development and adjacent structures are required to illustrate the context. The elevations must be in sufficient detail to demonstrate the relationships of window openings, cornice lines and entrances. The scale of 1/16" to 1'-0" is required.
- j. Additional plans, elevations and sections as required to understand the development of buildings and the relationships to existing proposed structures.
- k. Descriptions of the materials to be used for exterior facades and public spaces are required.
- l. All proposals must include a parking management plan.

VIII. DEVELOPMENT GUIDELINES

A. HOUSING DEVELOPMENT GUIDELINES

Successful housing development proposals under this RFP will include a high percentage of affordable units. "Affordable" units are those which are affordable to families earning less than 80% of the Boston SMSA median income paying no more than 30 percent of household income for shelter. Please refer to Appendix G which indicates the incomes, monthly costs, family sizes, and unit sizes for meeting the affordability guidelines.

The following general guidelines are offered for housing development proposals:

- o Proposals must include a plan to make at least 35% of the units affordable to families of low and moderate income (as defined in Appendix G). Proposals which include a higher percentage of affordability will be given preference.
- o The affordable units will be subject to resale controls to preserve affordability for subsequent buyers. The resale controls will be included in the deed restrictions.
- o Cooperative housing has been proposed as a highly desirable form of homeownership and one that can help achieve the affordability requirement. As such, we urge the consideration of the development of housing cooperatives as an alternative to condominium development.
- o All proposals must include an affirmative marketing plan for the affordable units. While developers may not exclude people from other neighborhoods from applying and competing for all units, up to 70% may be targeted for neighborhood residents. Affirmative marketing requirements are detailed on page 12.
- o Proposals must provide that a minimum of 30% of the units will contain 2-bedrooms or more. Higher percentages of 2-, 3- and 4-bedroom units are encouraged. Exceptions will be made for lodging houses. The Authority anticipates that a greater number of the larger family size units will be located off the main arteries.
- o While homeownership opportunities are highly desirable and can contribute to the overall stability of a neighborhood, the Authority believes that rental units offer an important balance and in some cases provide the only option for some households. As such, the Authority encourages rental units on some of the SENHI parcels.

B. OPEN SPACE DEVELOPMENT GUIDELINES

The South End has historically included open space within the development of its neighborhoods. This has resulted in the creation of many fine urban squares which provide a common gathering space for neighborhood residents. It has also resulted in the creation of pockets of greenery which provide a peaceful place as a respite from crowded urban life.

In a recognition of the importance of open space in the South End, this RFP encourages the development of a network of parks and diverse open spaces

for the public benefit. Open space, which does not include areas designated for parking, can assume many forms. It can include community gardens, sitting areas, playing fields, tot lots, and passive or active recreation sites. The Authority seeks a variety of uses and encourages creativity in the incorporation of open space components in all development proposals.

To ensure the viability of these newly created open spaces, the developer should, at his expense, maintain and keep in good repair any open space improvements made on his site. Proposals should include the developers' plans for maintenance.

Successful applicants will also be required to sign a maintenance agreement with the Authority. The agreement will include a schedule for daily cleaning, general landscape maintenance, repairs, snow removal and security.

When a parcel is designated to a nonprofit organization for the sole purpose of a community open space use, that site shall not be developed in any other fashion without the express approval of the Authority. Plans for long term maintenance must be included in the proposal. The designated group must also enter into a maintenance agreement with the Authority.

C. COMMERCIAL DEVELOPMENT GUIDELINES

The city will consider proposals for mixed-use development on these sites as delineated in the Design and Development Guidelines, Section IX of this RFP. Proposals should include opportunities for minority and local businesses to participate both as part of the development team as well as tenants in the completed buildings.

- o Ground floor commercial space should be devoted primarily to active retail uses.
- o Proposals should include affirmative marketing plans including leasing programs which provide affordable space to community-based and minority-owned businesses.
- o Proposed uses must be compatible with existing neighborhood activities. The BRA will consider the following uses: office; retail - both community-servicing retail (i.e., laundry, hardware, clothing stores) and/or commuter-servicing retail (i.e., newsstands, flower shops).

D. PARKING

Off-street parking should be included in proposals in accordance with the zoning regulations delineated in the Design and Development Guidelines for each parcel. However, parking spaces need not be provided on each parcel, especially on small ones. Satisfaction of parking requirements may also be accomplished by providing a concentration of parking spaces for sale or providing for rental or short-term use in appropriately located clusters.

Long-term goals for South End transportation policies call for discouragement of through traffic and facilitation of movement around the periphery of the district. The Massachusetts Turnpike extension and the Cass Boulevard project have partially achieved these goals. Parcel design and development should conform to these policies.

IX. GENERAL DESIGN GUIDELINES

The South End of Boston is the largest essentially intact Victorian rowhouse neighborhood in America. Its predominant residential building type is the four or five story red brick rowhouse with elevated basement and mansard roof. The most prevalent style is the bow front. Angled bays and flat fronts are also found along many streets. Characteristic architectural features include decorative entrance canopies and iron-work, elaborate cornices, and granite and brownstone trim.

The extraordinary degree of architectural homogeneity and coherence within the South End results primarily from the relatively short time span during which the area was developed. The majority of the land within the South End was created by filling mudflats and marshes to either side of a narrow neck along Washington Street which connected the colonial Boston settlement on the Shawmut peninsula to the mainland. Major boulevards with long vistas were laid out parallel to Washington Street. Cross streets which often focus on small squares created a more intimate scale. The harmonious South End streetscape was ensured by city stipulation of building setback, height and materials in the deeds which conveyed individual lots along the newly laid out streets.

The physical character of the South End provides its diverse residents with a unique urban living experience. The small squares and parks enhance neighborhood feeling and the long avenues provide nearby commercial activity. The pattern of stoops and small yards further encourage neighborly communication.

1. Development Objective

The primary objective is the creation of housing that reinforces the physical character and social diversity of the South End. However, other uses which respond to community needs will also be considered. Proposals will thus be reviewed for compatibility with existing use patterns and architecture in areas such as density, land coverage, height, materials, detailing, proportion and other elements that contribute to the distinctive historic character of the South End.

2. Parcel Locations and Descriptions

While many parcels are vacant, others contain existing structures. Rehabilitation of these structures is strongly encouraged as part of the overall development approach to these parcels. Detailed design guidelines for rehabilitation of existing structures are contained in the Standards and Criteria of the South End Landmarks District. (Appendix B)

3. South End Landmarks District

Many of the parcels offered for development are within either the South End Landmarks District or the adjacent South End Landmarks District Protection Area.



Development proposals for new construction and rehabilitation of existing buildings within these areas must comply with the Standards and Criteria of the Boston Landmarks Commission for the District.

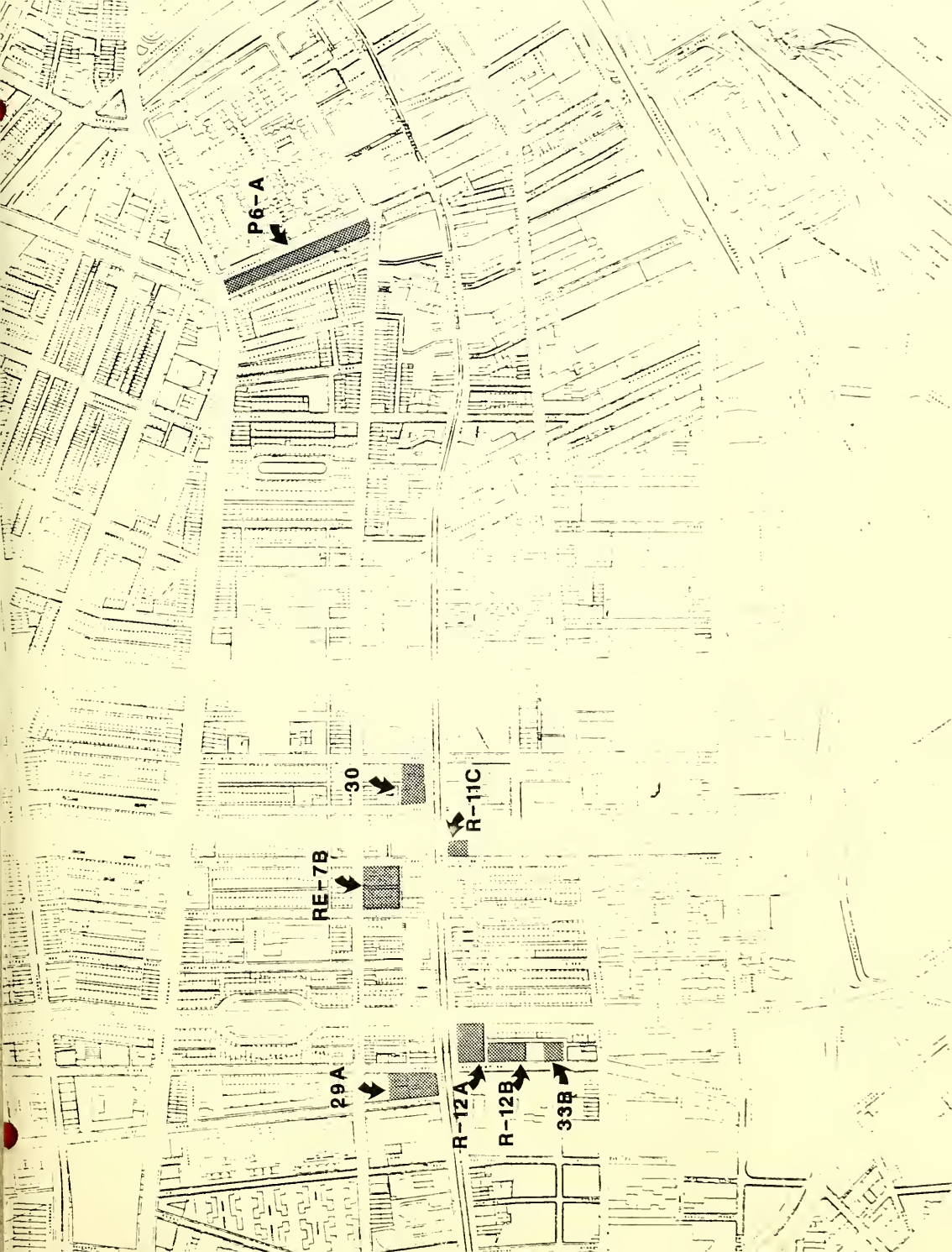
For parcels located outside the boundaries of the Landmarks District, compliance with the Standards and Criteria is nevertheless strongly encouraged.

4. Building and Site Design

The following building and site design guidelines are for all the parcels offered in Phase 1. Specific design guidelines for each parcel follow this section.

- A. Height: The height of any new construction shall not exceed 70 feet, nor be less than 30 feet. Within this limitation, new buildings shall be stepped as required to match the height of adjacent existing buildings having common party walls.
- B. Massing: Articulation of the building massing to suggest historic footprint placement and lot division is strongly encouraged. Setback or mansard treatment of top floor is also encouraged in those cases where surrounding buildings have such features, or to better relate new construction to existing building heights.
- C. Setback: The setback for new construction shall match that of existing adjacent buildings at common property lines (or across the street in the case of corner lots). The goal is to maintain uniform streetscapes.
- D. Design Features and Character: Building details, materials and scale of new construction shall recognize and recall the characteristic style of traditional South End row houses. Bays, bows, oriels, cornices, roofs, turrets, dormers, entries, stoops, sills, lintels, and other architectural elements that relate the scale of new construction to that of existing buildings are strongly encouraged. Windows especially give character to a building. The size, shape and arrangement of window openings in new construction shall be similar to those that predominate in the South End.
- F. Materials: Walls shall be constructed of smooth textured red brick in a standard size (2 1/4" x 4" x 8") that is similar in color and texture to the majority of adjacent buildings. Lintels, sills, exterior steps and railings shall be similar in appearance to those of traditional South End row houses. Windows, doors and trim shall be dark colors. Dark anodized aluminum is not recommended. Roofs, mansards and gables shall be slate or a material similar in appearance. Metal may be considered if subdued in color and detail. White or shiny metal, other than copper, is unacceptable.
- G. Street Improvements: The public sidewalk in front of each parcel shall be repaved in brick, and pedestrian scale lighting, street trees and trash receptacles provided.

- H. Parking: The maximization of off-street parking either on-site or within new construction is encouraged. Off-site parking facilities may be considered to augment parking where site or building constraints make parking unfeasible.
- I. Service: Service access should be discreetly located and screened from public view.
- J. Environmental Guidelines: New development should be designed to minimize the creation of shadows on public open spaces.



P6-A

RE-7B

R-11C

R-12A

R-12B

33B

29A

30

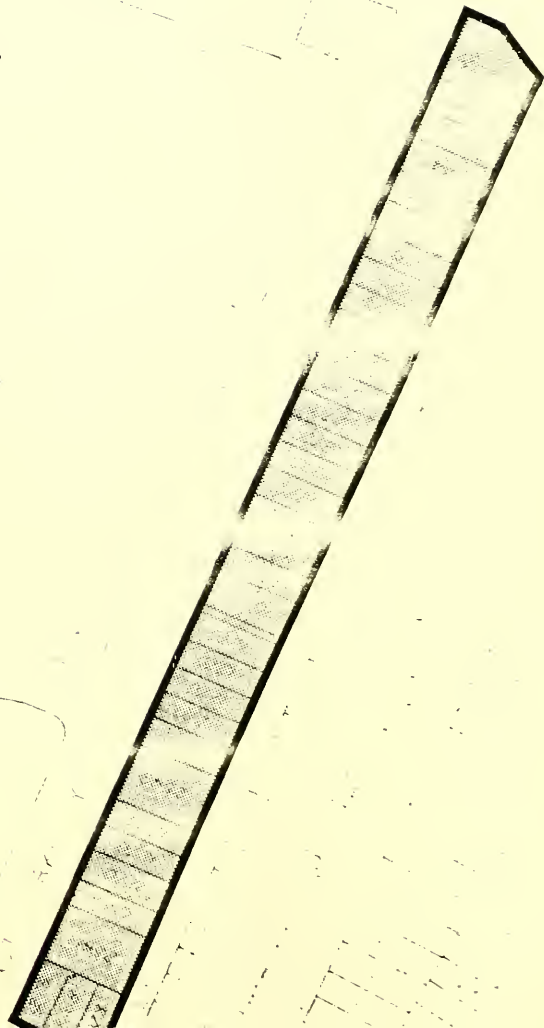
X. DEVELOPMENT GUIDELINES

PARCEL LIST - Phase 1B

<u>Parcel Numbers</u>	<u>Address</u>	<u>Land Area (Sq. Feet)</u> (approx.)
P6-A	1-67 Berkeley Street	47,516
30	1565-1587 Washington Street	12,000
R11-C	6-14 East Concord Street	7,500
RE-7B	83-95 W. Springfield Street	44,920
29A	1797-1815 Washington Street	24,024
R-12A	1762-1788 Washington Street	23,872
R12B	75-87 Northampton Street	16,675
33B	91-113 Northampton Street	10,376

PARCEL

P-6A



PARCEL P6-A

1. Parcel Description

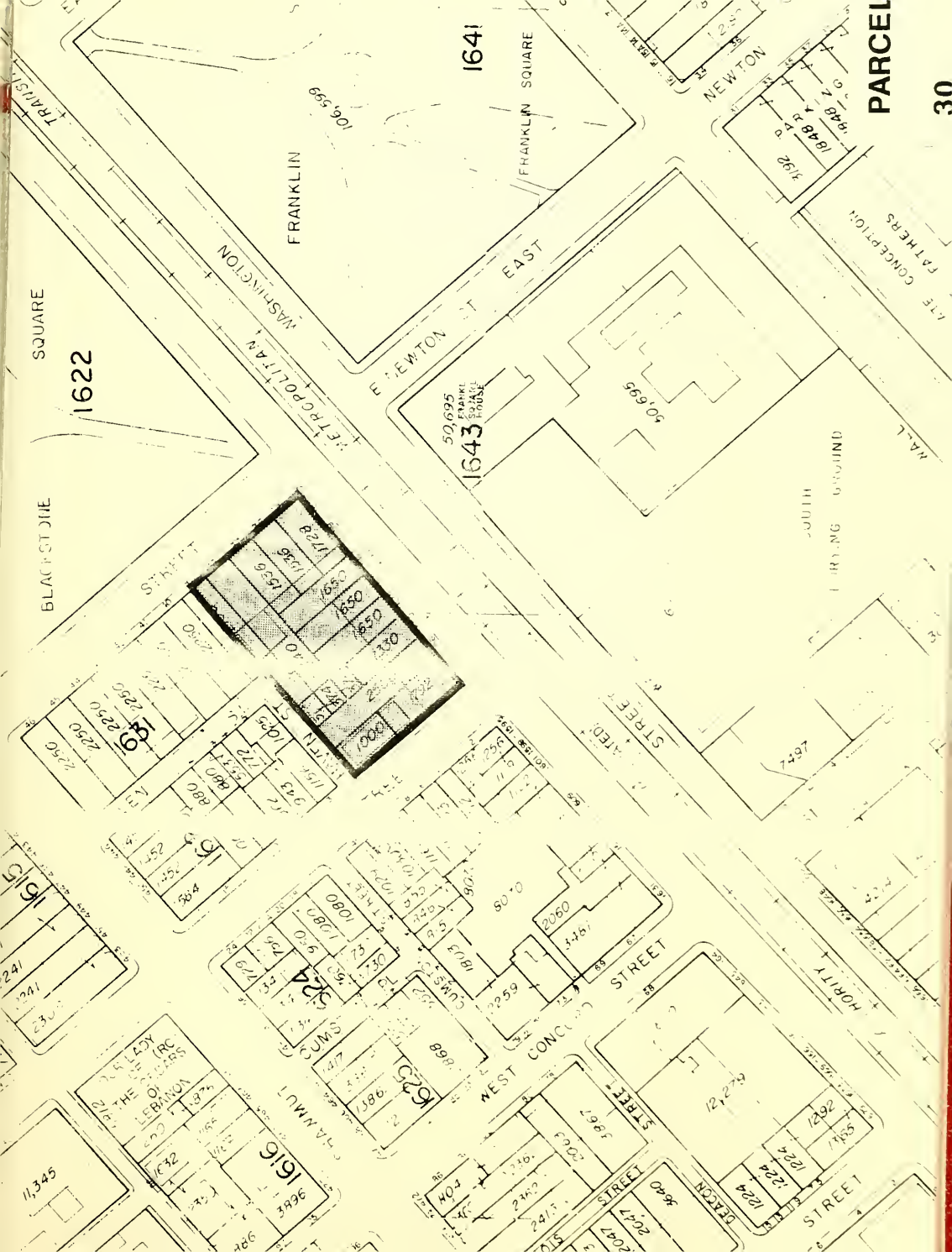
The parcel is bounded by 1-87 Berkeley Street, 500-510 Tremont Street, 211-217 Shawmut Avenue and Alley 705. The site is approximately 47,516 square feet.

2. Uses

- A. A minimum of 50 residential units is recommended.
- B. Development of rental, or ownership units should be encouraged.
- C. A minimum of 15,000 square feet of open space should be retained for community gardens. A strategy for upgrading land and maintaining the garden should be included.
- D. Retail commercial uses is encouraged for the Tremont Street and Shawmut Avenue frontages.

3. Design - H-3 District

- A. The maximum allowable FAR for the parcel is 3.0 with a height limit of 60 feet.
- B. The development must continue the street wall along Shawmut Avenue and Tremont Street.
- C. Underground parking is preferred to meet a minimum requirement of .9 spaces per dwelling unit. Gardens can be accommodated above the parking structure. Gardens must follow development guidelines for open space.
- D. Proposed buildings should be designed and oriented to maximize solar exposure to gardens and open space.



BLACKSTONE SQUARE

1622

FRANKLIN

1641

FRANKLIN SQUARE

NEWTON

PARCEL

30

THE CONCEPTION PATRONS

MALL

SOUTH
FIRING GROUND

STREET

50,695
FRANKLIN SQUARE
1643

50,695

STREET

1641

STREET

HORTON

WEST CONDUIT

STREET

STREET

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THE OILCARS
THE OILCARS
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PARCEL 30 - Direct Designation

1. Parcel Description

Parcel 30 is located at 1567-1585 Washington Street and encompasses approximately 7,000 square feet. The parcel is bounded by Rutland Street to the South and Haven Street to the West. Currently the site is used as a victory garden. There is a gazebo in the center of the parcel.

The parcel abuts four story residential buildings. Some of the housing in the area is being rehabbed.

2. Uses

The entire site of approximately 7,000 square feet is to be retained for community gardens. The gazebo should be retained. A strategy for the private maintenance of this area should be included.

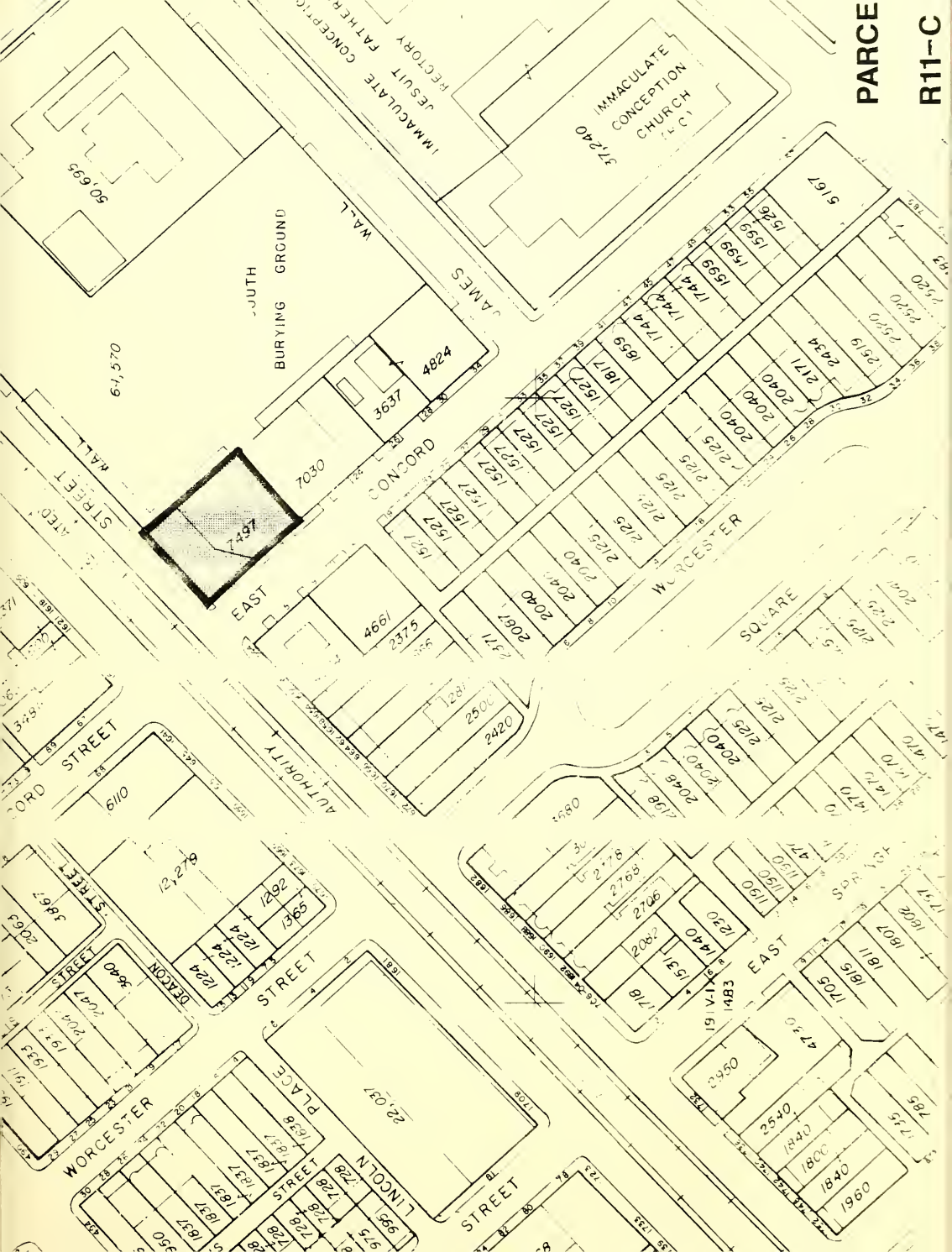
3. Design - L-2 District

A. The existing community garden is to be maintained on a reduced site. The limits of the site are to be bounded by Washington, Rutland and Haven Streets.

B. The gardens are to be separated from public walkways by a permanent edge. This edge can be wrought iron fencing, or a masonry wall but should be visually permeable to allow the sun to reach the gardens. Chain link fencing is not permitted.

PARCE

R11-C



PARCEL R11-C

1. Parcel Description

The site is bounded by 10-14 East Concord Street and Washington Street and the historic South End Burial Ground. It is approximately 7,500 square feet.

The plot is fenced in and vacant, and used for storage of construction materials.

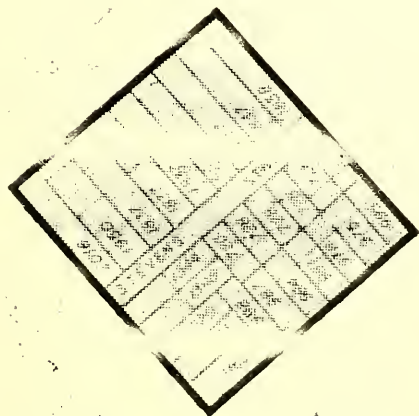
The neighborhood is primarily residential, with some commercial and institutional uses. There are some vacant lots. East Concord Street is lined with bow front townhouses.

2. Uses

- A. A residential development with a minimum of twenty (20) units is recommended. Ground floor commercial space should be considered.
- B. Development of rental or ownership units should be considered.

3. Design - H-2 District

- A. The maximum allowable FAR for the parcel is 2.0 and the maximum height is 70 feet. The cornice line of the proposed development is to be consistent with the adjacent development on Washington Street to the south.
- B. Parking is to be provided with a minimum of .9 spaces per unit. This parking does not have to be provided on site.
- C. The housing may be studio, one- and/or two-bedroom units to increase efficiency.
- D. If residential development is proposed at grade, the units should follow the S.E. pattern of being elevated one half story above grade to increase privacy. The building should also be set back ten feet from the property line to allow for a planting buffer.



PARCEL RE-7B

1. Parcel Description

This parcel is bounded by 83-95 West Springfield Street, 494-510 Shawmut Avenue, 14-30 Worcester Street, and Lincoln Place. It is approximately 45,000 square feet


The site is currently vacant. It is surrounded by multi-family brownstones and residential apartments.

2. Uses

- A. A residential development of a minimum of thirty (30) to forty (40) units is recommended. The housing units can be developed for rental or ownership.
- B. A minimum of 15,000 square feet of open space should be developed for community use. A strategy for private maintenance of this area should be included. This open space is to be devoted to both active and passive recreation.

3. Design - H-2 District

- A. The maximum allowable FAR for the parcel is 2 and the maximum height is 60 feet.
- B. Mix of 1, 2, 3, & 4 bedroom units is encouraged. Larger units are to be on the lower levels with private open space or decks where possible. A multi-family townhouse development of the scale and character of the adjacent brick structures is preferred.
- C. Parking is to be provided on site at a minimum of .9 spaces per dwelling unit. An agreement with the Grant Manor apartment building would be encouraged to create a more efficient parking arrangement.

[illegible]

An aerial photograph of a residential lot, labeled R-12A. The lot is a rectangle with dimensions 2029' by 1837'. The area is 3,729,000 sq. ft. The lot is surrounded by other lots, with dimensions 1837' and 2029' visible on the adjacent lots. The lot is labeled R-12A and has a small 'b' and '720' near the bottom right corner.

PARCEL 29A

1. Parcel Description and Map

The site is bounded by Washington Street and Northampton Street. It is 24,024 square feet in area.

The plot is fenced in and vacant. It is located on Washington Street near the Northampton Orange Line stop in a residential district with commercial ground floor activity.

2. Uses

A. A residential development of thirty (30) to forty (40) units is recommended. A variety of housing types should be considered.

B. Development of ground floor retail space should be considered.

3. Design - B-2 District

A. A maximum allowable FAR of 2 is permitted and the maximum height is 75 feet. Proposed development should be of the scale of the adjacent brick and store buildings to the north along Washington Street.

B. The proposed development is to hold the property line along Washington Street to reinforce the existing street wall of building facades.

C. Parking is to be provided at a minimum .9 spaces per unit. The spaces can be provided through the utilization of existing or proposed adjacent facilities.

D. Open space (exclusive of parking) is to be provided and should be integrated with open space of the adjacent public housing.

PARCEL R-12A

1. Parcel Description and Map

The site is bounded by Washington Street, Massachusetts Avenue, Northampton Street, and Parmelee Street. It is 23,872 square feet in area.

The plot is fenced in and vacant. It is located on Washington Street adjacent to the Northampton Orange Line in a primarily mixed use retail commercial and residential area. Boston City Hospital is one block away on Massachusetts Avenue.

2. Uses

- A. A mixed use, residential, commercial and retail should be considered.
- B. A suitable mix of one-, two-, three- and four-bedroom units is encouraged.

3. Design - B-2 District

- A. The allowable FAR is 2.0. However, due to the parcel's location and density of adjacent development, an FAR of 4.0 is encouraged. The maximum height is 70 feet. The proposed development is to hold the property line along Washington Street and Mass. Avenue.
- B. Ground floor area is to be devoted to retail commercial uses.
- C. Parking is to be provided on site at a minimum of .9 spaces per dwelling unit. Underground parking is preferred.
- D. Passive open space is to be provided on site for the use of the residents.

PARCEL R12-B AND PARCEL 33B

1. Parcel Description and Map

These sites are located on Northampton Street between Washington Street and Harrison Avenue (75-87 Northampton and 91-113 Northampton) and also have access from Trask Street. Parcel R12-B is 16,675 square feet and Parcel 33B is 10,376 square feet for a total area of 27,051 square feet.

2. Uses

- A. These parcels should be developed for residential use, either for rental or ownership.
- B. A mix of one-, two-, three- and four-bedroom units is encouraged.

3. Design - H-2U

- A. Because these sites are not contiguous and the privately held parcel is vacant, proposals along Northampton Street are encouraged to include the intermediary parcel. The BRA is currently negotiating for this parcel.
- B. A range of 40-50 units is encouraged on the two BRA-owned sites.
- C. The maximum allowable FAR is 2.0; the maximum height is 60 feet.
- D. 50% of the units are required to be three-bedroom or larger.
- E. Private open space is to be provided for ground floor units with decks and/or balconies for units above the ground floor.
- F. Parking is to be provided off Trask Street into the rear of the parcel. Underground parking is preferred. A minimum of .9 spaces per unit is required.
- G. Multi-family townhouse or walk-up apartment building layout is encouraged.

XI. DEVELOPMENT PROGRAM DESCRIPTION AND PRO FORMAS

Project _____
Developer _____

Date _____
Tel.#/Contact Person _____

RESIDENTIAL DEVELOPMENT PROGRAM

FORM OF OWNERSHIP

(Rental, Condominium, Cooperative) _____

TOTAL LAND SQUARE FOOTAGE _____

TOTAL UNITS

Mix of Units _____

Studio _____

1 Bed _____

2 Bed _____

Other _____

PARKING

_____ spaces

TOTAL GROSS SQUARE FOOTAGE _____

GSF

NSF

Average Unit Size

Studio _____ GSF _____ NSF

1 Bed _____ GSF _____ NSF

2 BED _____ GSF _____ NSF

Other _____ GSF _____ NSF

Parking _____ GSF

COMMERCIAL DEVELOPMENT PROGRAM

TOTAL LAND SQUARE FOOTAGE _____

TOTAL GROSS SQUARE FOOTAGE _____

Office _____

Retail _____

Other (please specify) _____

Parking (if applicable) _____

TOTAL NET SQUARE FOOTAGE _____

Office _____

Retail _____

Other (please specify) _____

HOTEL DEVELOPMENT PROGRAM

TOTAL LAND SQUARE FOOTAGE _____

TOTAL GROSS SQUARE FOOTAGE _____

Hotel GSF _____

No. Rooms _____

Parking _____

No. Spaces _____

Project _____
Developer _____

Date _____
Tel. #/Contact Person _____

COMMERCIAL DEVELOPMENT PRO FORMA
(Estimates in 19__ Dollars)

TOTAL HARD COSTS \$ _____
Rehabilitation (\$_____/GSF) \$ _____
New Construction (\$_____/GSF) _____
Parking (\$_____/space) _____
Site Improvements (\$_____/LSF) _____
Tenant Improvements _____
Office \$_____/NSF _____
Retail \$_____/NSF _____

TOTAL SOFT COSTS \$ _____
Architect/Engineering _____
Marketing/Brokerage/Advertising _____
Developer's Fee _____
Legal _____
Permits & Fees (specify) _____
Construction Loan Interest _____
(__ mos. @ __ % on average
balance of \$_____) _____
Financing Fees (specify) _____
Real Estate Taxes and Linkage _____
during Construction (__ mos.) _____
Lease Payment * _____
Other Related Costs _____
(specify) _____

CONTINGENCY (__ % of hard costs) \$ _____

TOTAL DEVELOPMENT COST \$ _____

Soft Costs as % Hard Costs _____
Soft Costs as % Total Development Cost _____
Total Development Cost/GSF _____

* If applicable

Project _____
Developer _____

Date _____
Tel.#/Contact Person _____

COMMERCIAL OPERATING PRO FORMA
(Carry out of 10 years and indicate inflation factor)

COMMERCIAL INCOME

Office (_____ NSF @ \$ _____ /NSF) \$ _____
Retail (_____ NSF @ \$ _____ /NSF) _____
Parking (attach parking rate structure) _____
Other (_____ NSF @ \$ _____ /NSF) _____

POTENTIAL GROSS INCOME \$ _____

VACANCY (_____ %) \$(_____)

EFFECTIVE GROSS INCOME \$ _____

OPERATING EXPENSES

Office (\$ _____ /NSF) \$ _____
Retail (\$ _____ /NSF) _____
Parking (\$ _____ /space) _____
Other (\$ _____ /NSF) _____
TOTAL \$(_____)

REAL ESTATE TAXES

Office (\$ _____ /NSF) \$ _____
Retail (\$ _____ /NSF) _____
Parking (\$ _____ /space) _____
Other (\$ _____ /NSF) _____
TOTAL \$(_____)

LINKAGE PAYMENTS \$(_____)

NET OPERATING INCOME \$ _____

DEBT SERVICE (_____ on \$ _____ for _____ years) \$(_____)

CASH FLOW \$ _____

EQUITY PARTICIPATION (if applicable) \$ _____

RETURN ON EQUITY (year of operations 19__) _____ %
(Before Tax Cash Flow/Equity)

RETURN ON TOTAL DEVELOPMENT COST (year of operations 19__) _____ %
(Net Operating Income/Total Development Cost)

Project _____
Developer _____

Date _____
Tel.#/Contact Person _____

RESIDENTIAL CONDOMINIUM DEVELOPMENT PRO FORM

(Estimates in 19__ Dollars)

(Provide phased information where necessary)

TOTAL HARD COSTS

Condominium Units (\$ _____/GSF)	\$ _____
Unit Finishes (\$ _____/NSF)	_____
Condominium Parking (\$ _____/GSF)	_____
(# of spaces)	
Site Costs (\$ _____/GSF)	_____
Premium Costs (\$ _____/GSF)	_____
Other (specify)	_____

TOTAL SOFT COSTS

Architect/Engineering	_____
Marketing/Brokerage/Advertising	_____
Developer's Fee	\$ _____
Legal	_____
Permits & Fees (specify)	_____
Construction Period Costs	_____
Construction Loan Interest	_____
(_____ mos. @ _____ % with	
average balance of	
\$ _____)	_____
Financing Fees	_____
Real Estate Taxes and Linkage	_____
during Construction (_____ mos.)	_____
Sales Period Costs	\$ _____
Loan Interest	
(_____ mos. @ _____ % with	
average balance of	
\$ _____)	_____
Sale Period Real Estate Taxes	_____
(_____ mos.)	_____
Sale Period Operating Expenses	_____
Other (specify)	_____
Other Related Costs (specify)	\$ _____

CONTINGENCY (_____ % of \$ _____) \$ _____

TOTAL CONDOMINIUM DEVELOPMENT COSTS

Soft Costs as % Hard Costs	_____
Soft Costs as % TDC	_____

Project _____
Developer _____

Date _____
Tel. #/Contact Person _____

CONDOMINIUM SALES PRO FORMA

(Estimates in 19__ Dollars)
(Use __% inflation factor 19__)

CONDOMINIUM UNITS

Gross Sales Proceeds \$ _____
Gross Condominium Sales/NSF \$ _____
Less Total Condominium Units Development Cost (_____)
Total Condominium Units Cost/NSF \$ _____
Net Profit (Before Taxes) _____
Return on Gross Sales Proceeds _____ %
(Net Profit/Gross Sales Proceeds)

CONDOMINIUM PARKING SPACES

Gross Sales Proceeds \$ _____
Gross Parking Sales/Space \$ _____
Less Total Condominium Parking Development Cost (_____)
Total Parking Cost/Space \$ _____
Net Profit (Before Taxes) \$ _____
Return on Gross Sales Proceeds _____ %
(Net Profit/Gross Sales Proceeds)

TOTAL SALES

Total Condominium Gross Sales Proceeds \$ _____
Less Total Condominium Development Costs (_____)
Net Profit (Before Taxes) \$ _____
Total Return on Gross Condo Sales Proceeds _____ %
(Net Profit/Total Gross Sales Proceeds)
Return on Equity _____ %
Equity Participation (Amount and % of
Total Condominium Cost) \$ _____ (____ %)

Project _____
Developer _____

Date _____
Tel. #/Contact Person _____

CONDOMINIUM COST OF OWNERSHIP PRO FORM

(Estimates in 19__ Dollars)

(Use __% inflation factor from 19__)

Number of Units _____

Average Unit Size (NSF) _____

Average Unit Price \$ _____

Average Downpayment \$ _____ (__ %)

Studio _____

1 Bed _____

2 Bed _____

Other _____

	<u>Market</u>	<u>Subsidized</u>
Annual Common Area Charges (\$_____/NSF)	\$ _____	\$ _____
Annual Real Estate Taxes (\$_____/NSF)	_____	_____
Annual Mortgage Payment (____ % on \$ _____ for ____ years)	_____	_____
Annual Service Charges (please specify membership fees, special services, etc.)	_____	_____
Total Annual Cost of Ownership (Before-tax)	_____	_____
Total Monthly Cost of Ownership (Before-tax)	_____	_____

Project _____
Developer _____

Date _____
Tel. #/Contact Person _____

DEVELOPMENT PRO FORMA FOR RESIDENTIAL RENTAL PROPERTY

(Estimates in 19____ Dollars
Using ____% Inflation Factor from 19____)

RESIDENTIAL UNITS

Number of Residential Units _____

Mix of Units

1 Bed _____
2 Bed _____
Other _____

Average Unit Size (GSF, NSF)

1 Bed _____
2 Bed _____
Other _____

Number of Parking Spaces _____

SQUARE FOOTAGE

Residential GSF _____
Parking GSF _____
TOTAL GSF _____

ACQUISITION

\$ _____

CONSTRUCTION COSTS

Rehabilitation (\$_____/GSF) _____
New Construction (\$_____/GSF) _____
Parking (\$_____/space) _____
Site Improvements (\$_____/Land SF) _____
Other _____
TOTAL _____

\$ _____

\$ _____

RELATED COSTS

\$ _____

Architect/Engineering _____

Marketing/Brokerage _____

Developer Fees _____

Miscellaneous Fees _____

(Legal, Acctg. Ins., Title) _____

Construction Loan Interest _____

(____ mos. @ ____% with average balance of
\$_____) _____

Financing Fees (specify) _____

Other Related Costs _____

(please specify) _____

TOTAL

\$ _____

CONTINGENCY (____% of \$_____) _____

\$ _____

TOTAL DEVELOPMENT COST (TDC) _____

\$ _____

Project _____
Developer _____

Date _____
Tel.#/Contact Person _____

OPERATING PRO FORMA FOR RESIDENTIAL RENTAL PROPERTY
(Carry out 10 years and indicate inflation factor)

RENTAL INCOME

Rent/Month

1 Bed _____
2 Bed _____
Other _____

TOTAL RESIDENTIAL INCOME \$ _____

PARKING INCOME (attach parking rate structure) \$ _____

MISCELLANEOUS INCOME (e.g., Laundry) \$ _____

POTENTIAL GROSS INCOME \$ _____

VACANCY (____%) (\$ _____)

EFFECTIVE GROSS INCOME \$ _____

OPERATING EXPENSES

Residential (\$ _____/NSF) \$ _____

Parking (\$ _____/space) _____

TOTAL OPERATING EXPENSES (\$ _____)

REAL ESTATE TAXES

Residential (\$ _____/NSF) \$ _____

Parking (\$ _____/space) _____

TOTAL REAL ESTATE TAXES (\$ _____)

BRA BASE RENT* (\$ _____)

NET INCOME AVAILABLE FOR DEBT SERVICE _____

FINANCING**

Debt Service (____% on \$ _____ for ____yrs.) (\$ _____)

CASH FLOW \$ _____

EQUITY PARTICIPATION (if applicable)

(Amount and % of Total Development Cost) \$ _____

RETURN ON EQUITY

(Cash Flow/Equity) _____%

RETURN ON TOTAL DEVELOPMENT COST

(Net Income Available/Total Development Cost) _____%

* If applicable

** Specify type and priority of repayment

DESIGN / DEVELOPMENT GUIDELINES FOR THE

SOUTH END

Neighborhood Housing Initiative



BOSTON REDEVELOPMENT AUTHORITY
STEPHEN COYLE, DIRECTOR

APRIL 1986



ZONING DISTRICTSDESCRIPTION

H-2	Vacant Land - V.L.		
H-3 Multi-Family			
L-2 Local Business			
M-1 Light Mfg.			
M-2 Light Mfg.			
B-2 Retail Business			
5	140 Shawmut Avenue	8,543	M-2 V.L.
22A	896-898 Tremont Street 143-151 Lenox Street	4,692	L-2 V.L.
34C	Reed Street	2,767	H-2-U V.L.
35A	15-19 E. Lenox Street	1,858	M-2 V.L.
35B	25-35 E. Lenox Street	4,760	M-2 V.L.
R-8	609 Massachusetts Ave.	1,680	H-3-U V.L.
R-11C	6-14 E. Concord Street	7,947	B-2/H-2 V.L.
R-13	1-4 St. George Street	6,096	L-2 Garden
RC-6	219-225 Shawmut Ave/ Alley 705	7,134	H-3 V.L.
RD-13	20-22 Clarendon Street	2,080	H-3 Garden
RD-61	478 Shawmut Ave	2,362	H-2 4 story brick
RR-4B	1,2,3 Carleton Street	2,390	H-3 V.L.
RR-8	561 Columbus Ave	2,137	H-2 V.L.
RR-15A	74 Rutland Street	1,900	H-2 V.L.
RR-15B	76 Rutland Street	1,900	H-2 V.L.
RR-16	68 Rutland Street	1,900	H-2 V.L.

A.P.

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1941-42

1941-42

1941-42

A.P.

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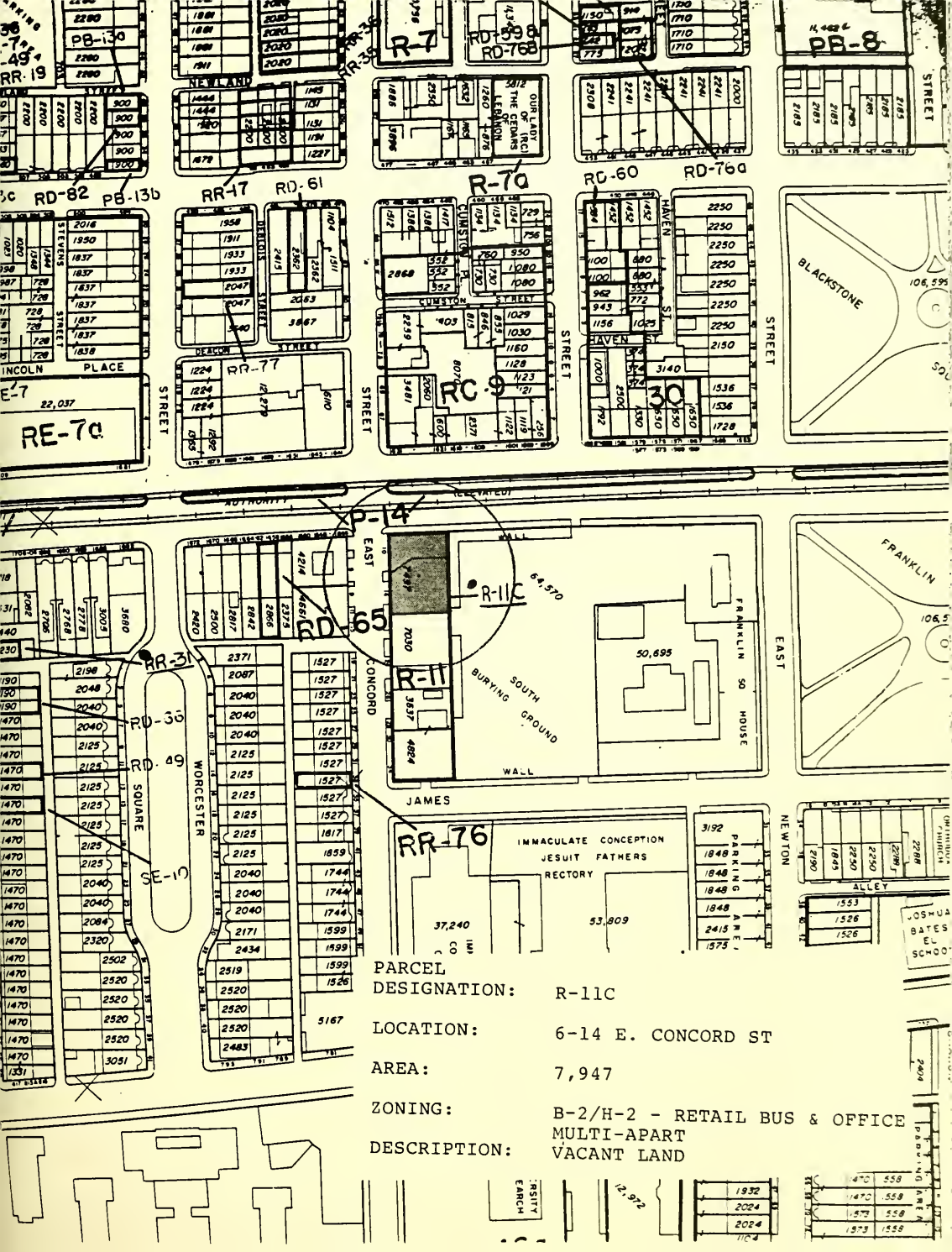
1941-42

RR-20	517-519 Shawmut Avenue	2,995	H-2	V.L.
RR-22	24-26 Warwick Street	2,136	H-2	V.L.
RR-26	33 Rutland Street	1,150	H-2	V.L.
RR-28	84 E. Brookline Street	1,974	M-2	V.L.
RR-31	10 E. Springfield Street	1,230	B-2	V.L.
RR-32	1876 & 1886 Washington/ 1,3,5 E. Lenox Street	5,025	M-2	V.L.
RR-95	36 Hammond Street	1,928	H-2-U	V.L.
RR-117	45 Thorndike Street	1,100	M-2	3 story brick
RR-121	1724-1726 Washington Street	2,950	B-2	3 story brick
SE-1	424 Massachusetts Avenue	2,070	B-2	V.L.
SE-13	1900 Washington Street	2,800	H-2U/M-2	5 story brick
SE-59-62	212-214 Shawmut Avenue			
SE-65-66	69-73 E. Berkeley Street 79-81 E. Berkeley Street	7,815	H-3	six 4-story brick
SE-72	1734-1740 Washington Street	4,410	B-2	4 story brick
SE-83	406-408 Harrison Avenue	1,309	M-2	4 story brick
SE-88	1143-1149 Washington Street	3,064	H-3	V.L.
SE-89	37 Windsor Street	1,102	H-2	V.L.
SE-90	30 Warwick Street	1,365	H-2	V.L.
SE-100	1305-1311 Washington Street	5,696	H-3-U	V.L.

SE-110	1682 Washington Street	5,680	B-2	3 story brick
SE-115	422 Massachusetts Avenue	2,070	B-2	V.L.
	29 Dartmouth Street	1,500	H-3	Park
	31 Dartmouth Street	1,500	H-3	Park
	69-73 Warwick Street	6,531	H-2	Garden





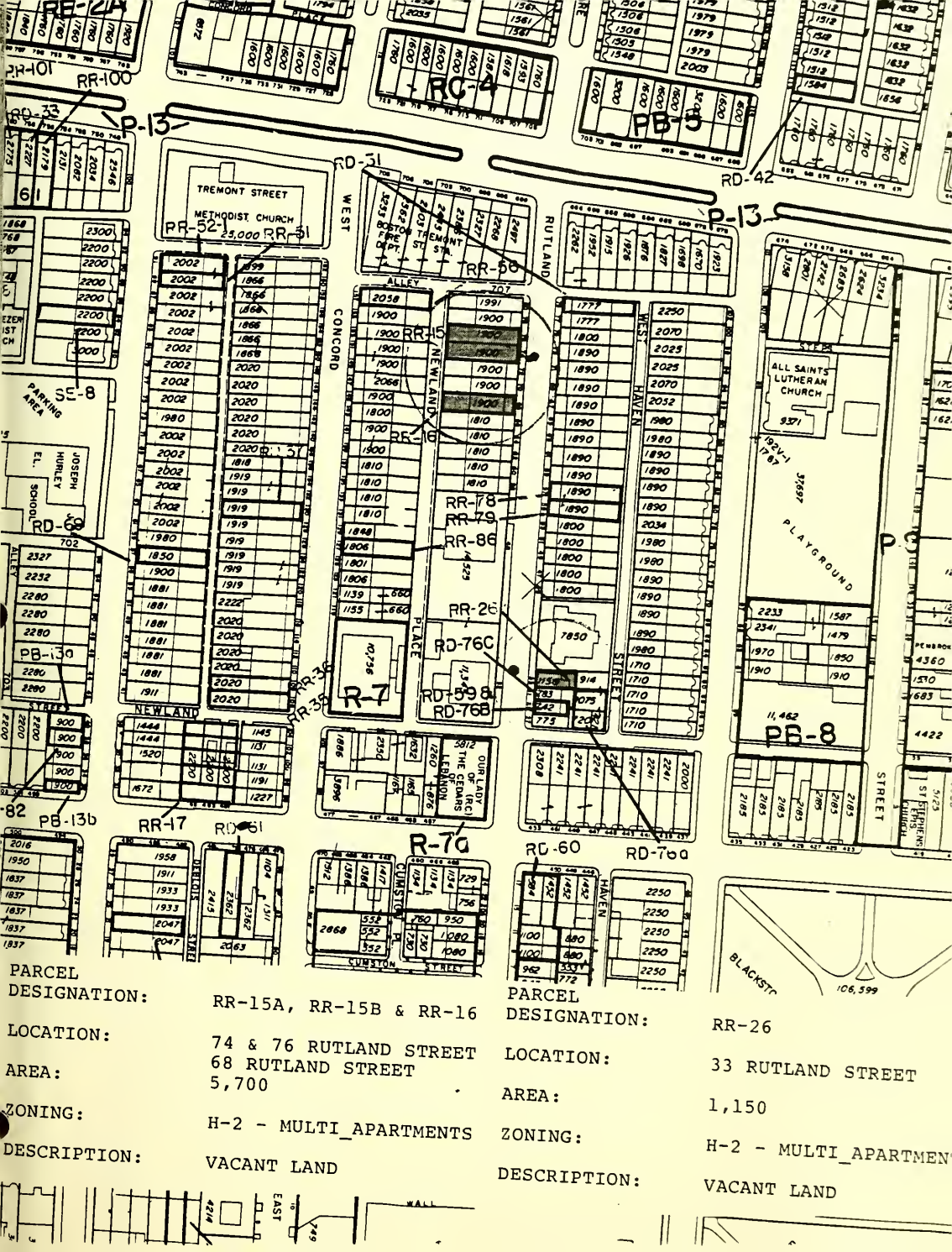


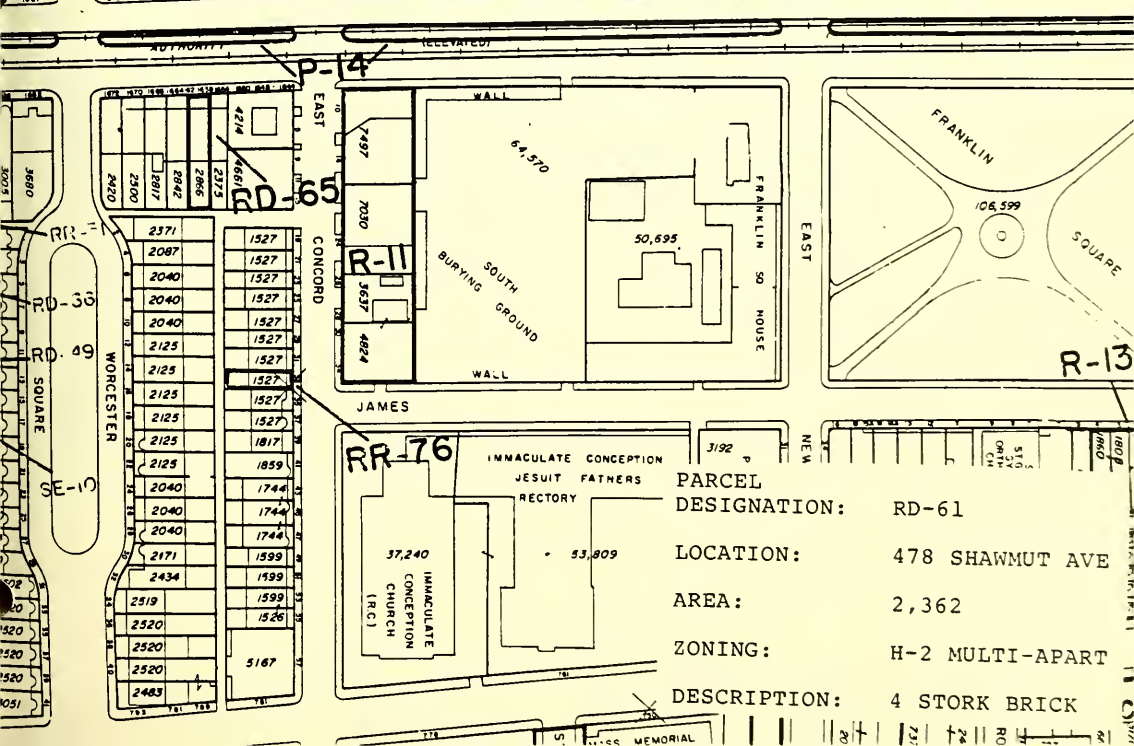
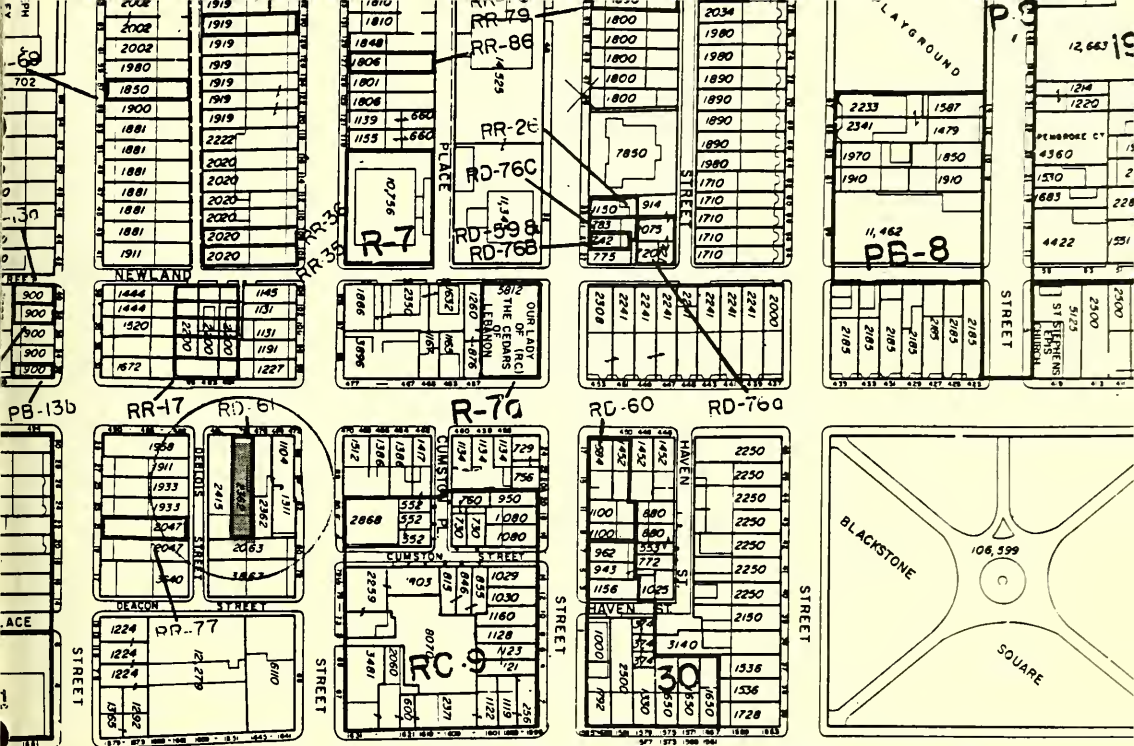
PARCEL DESIGNATION: R-11C

LOCATION: 6-14 E. CONCORD ST

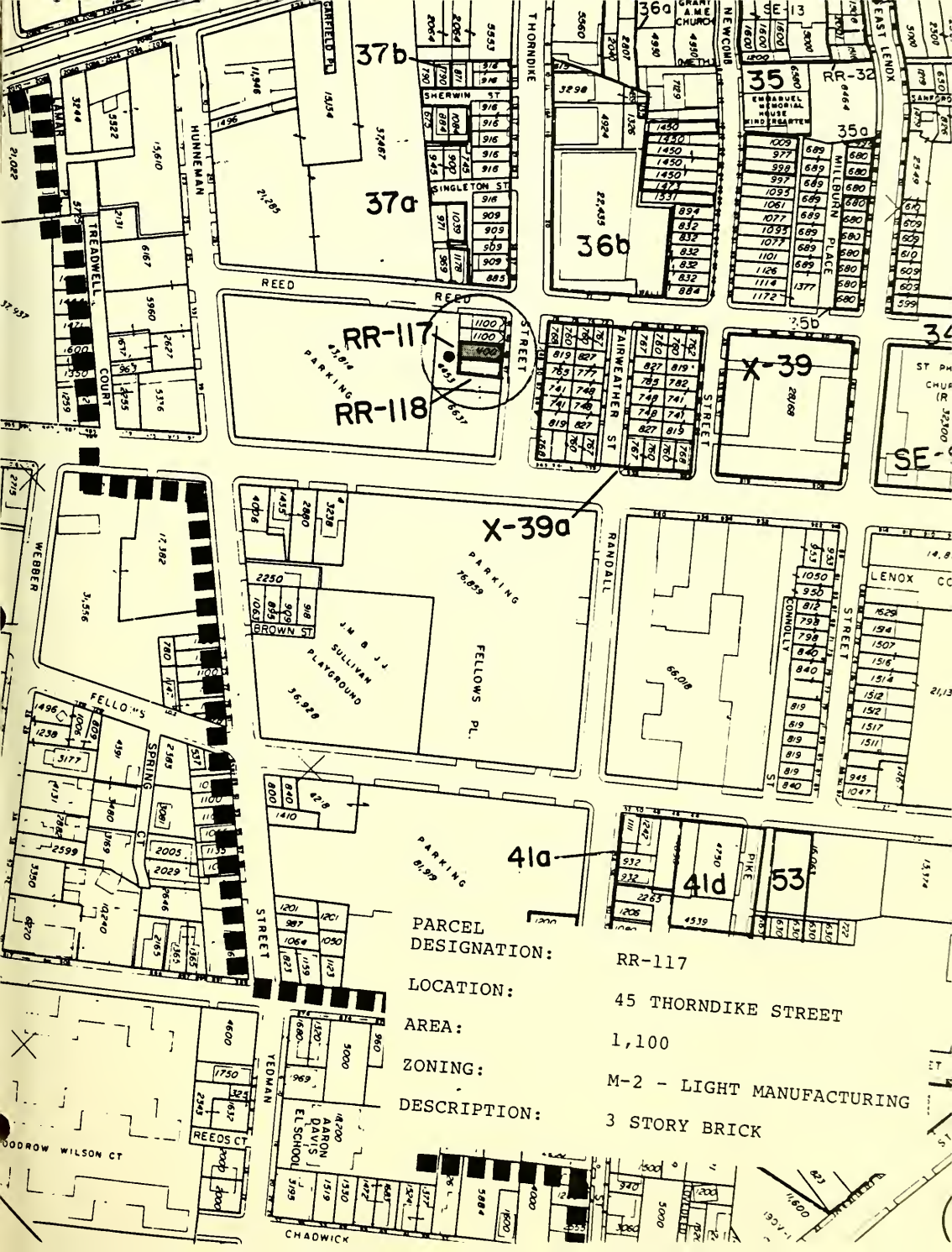
AREA: 7,947

ZONING: B-2/H-2 - RETAIL BUS & OFFICE
DESCRIPTION: MULTI-APART
VACANT LAND

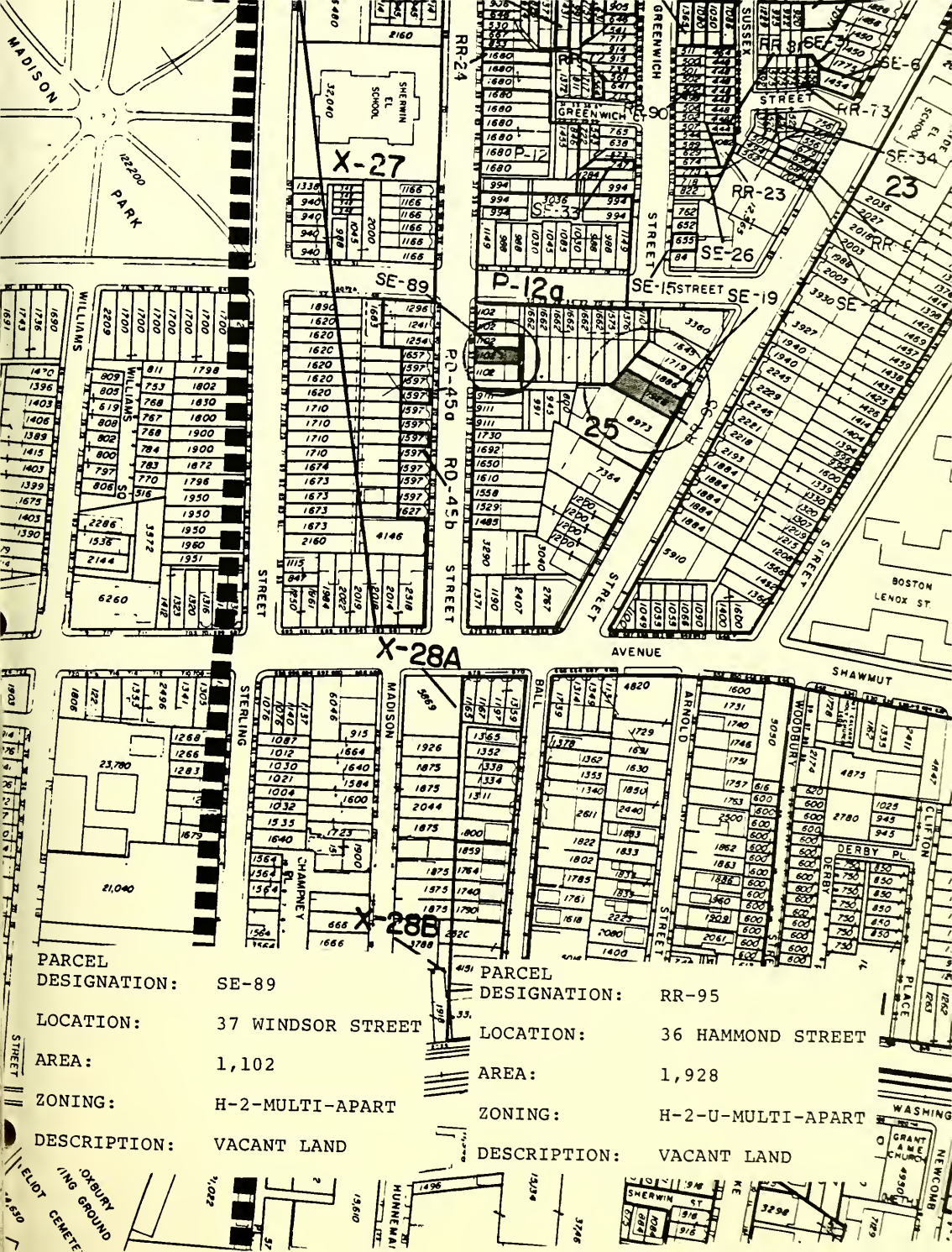




PARCEL DESIGNATION: RD-61
 LOCATION: 478 SHAWMUT AVE
 AREA: 2,362
 ZONING: H-2 MULTI-APART
 DESCRIPTION: 4 STORK BRICK



PARCEL DESIGNATION: RR-117
LOCATION: 45 THORNDIKE STREET
AREA: 1,100
ZONING: M-2 - LIGHT MANUFACTURING
DESCRIPTION: 3 STORY BRICK



PARCEL
DESIGNATION: SE-89
LOCATION: 37 WINDSOR STREET
AREA: 1,102
ZONING: H-2-MULTI-APART
DESCRIPTION: VACANT LAND

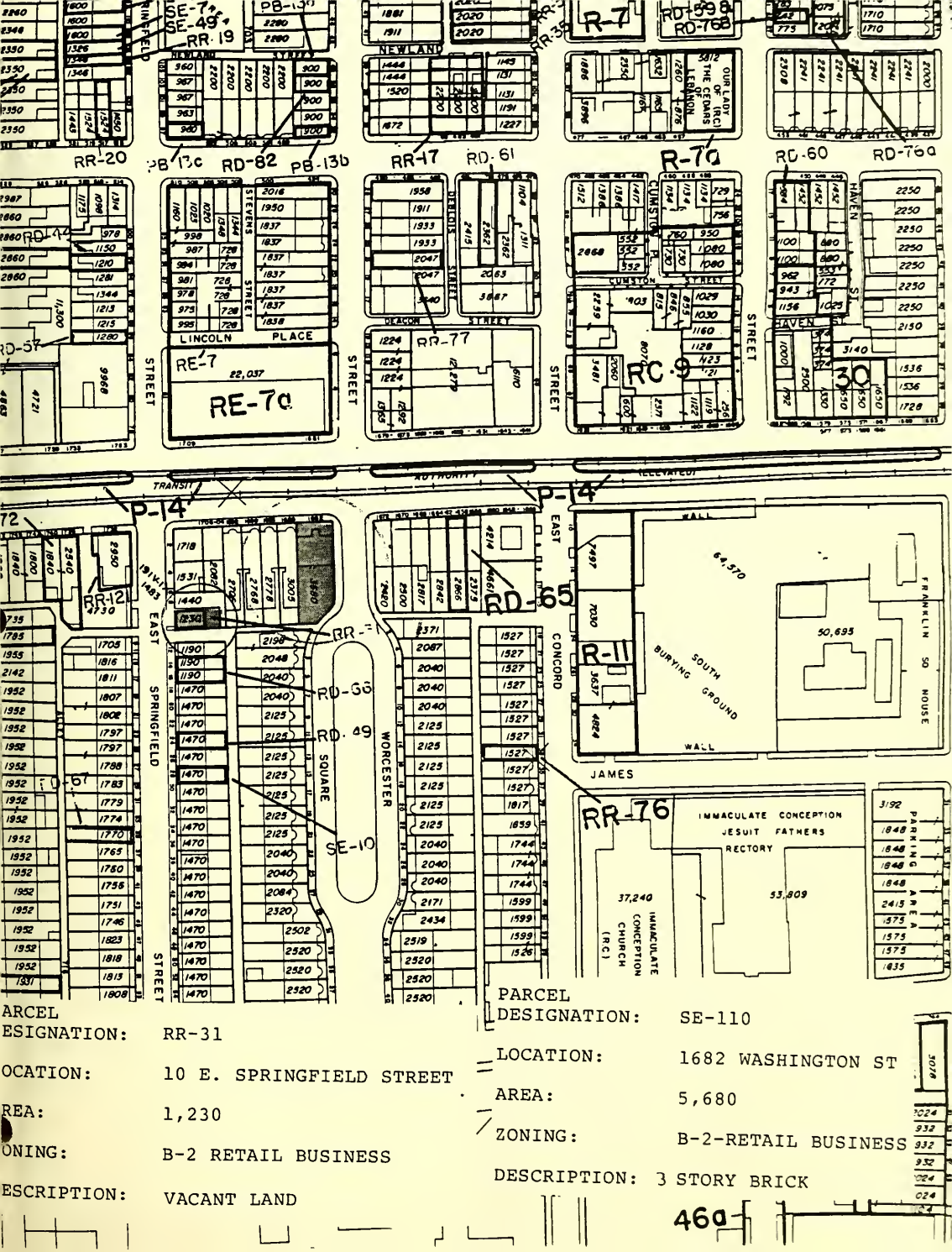
PARCEL
DESIGNATION: RR-95

LOCATION: 36 HAMMOND STREET

AREA: 1,928

ZONING: H-2-U-MULTI-APART

DESCRIPTION: VACANT LAND

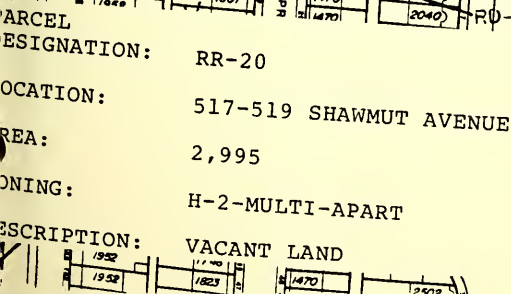


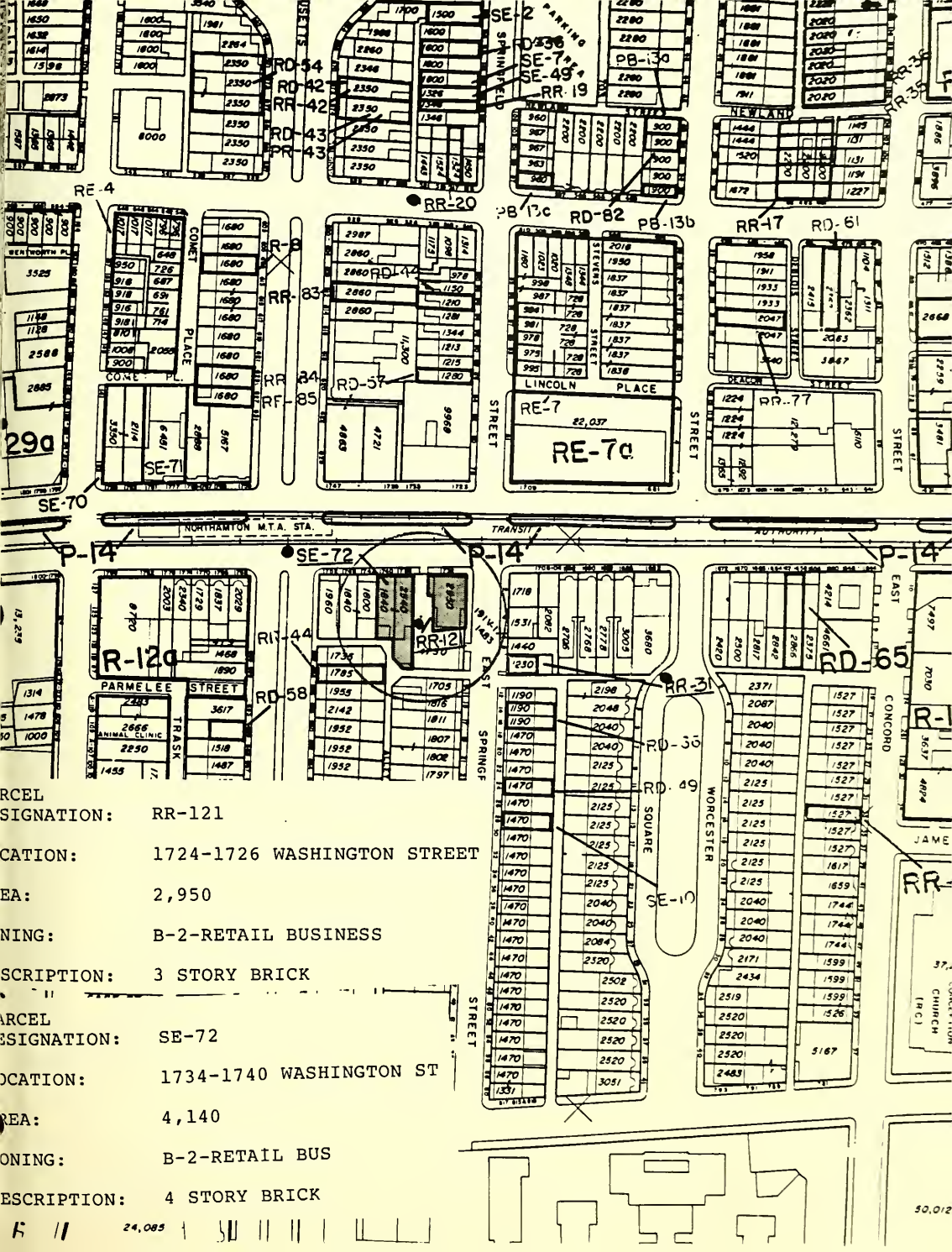
PARCEL
DESIGNATION: RR-31
LOCATION: 10 E. SPRINGFIELD STREET
AREA: 1,230
ZONING: B-2 RETAIL BUSINESS

PARCEL
DESIGNATION: SE-110
LOCATION: 1682 WASHINGTON ST
AREA: 5,680
ZONING: B-2-RETAIL BUSINESS

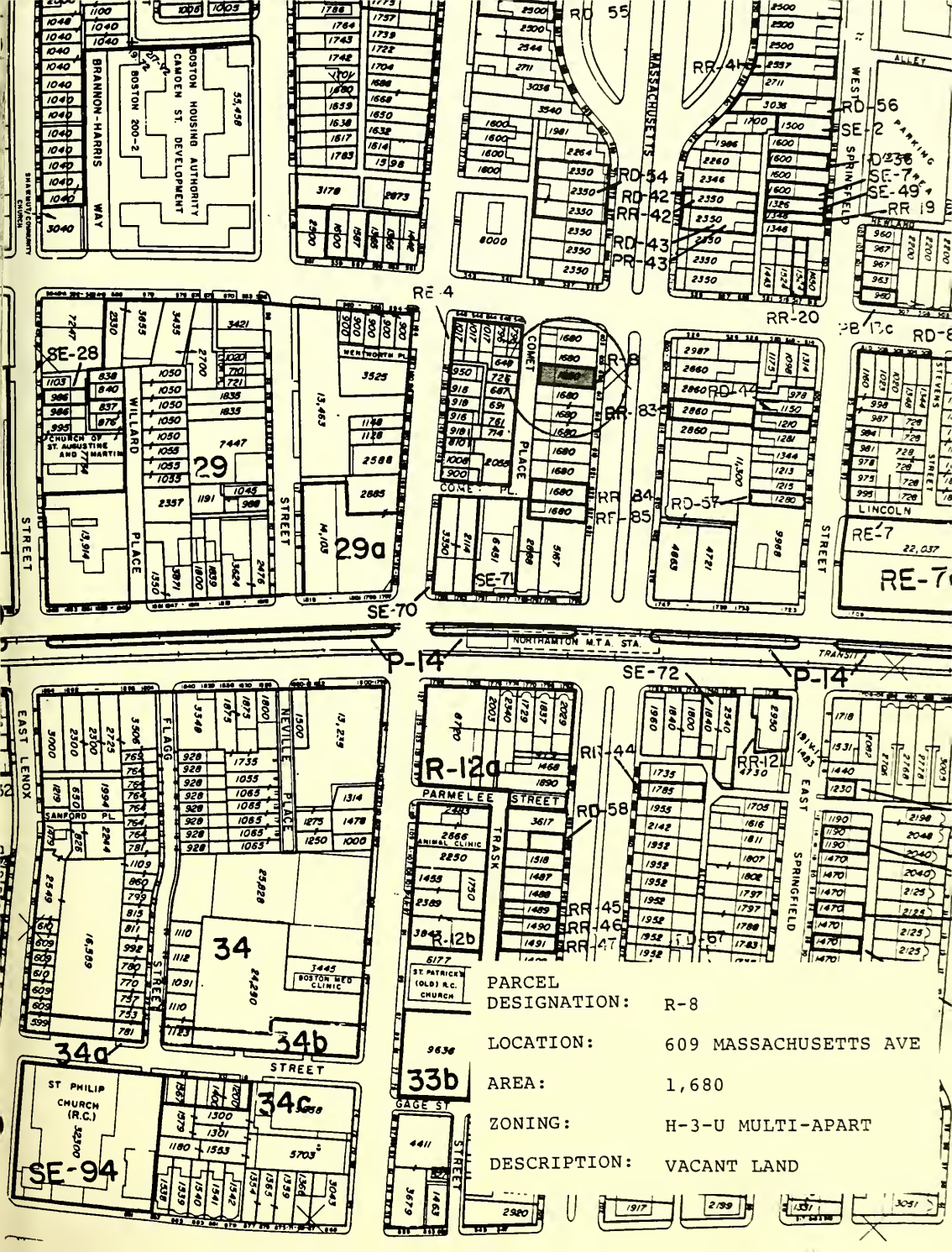
DESCRIPTION: VACANT LAND
DESCRIPTION: 3 STORY BRICK

460





Parcel
Designation: RR-121
Location: 1724-1726 Washington Street
Area: 2,950
Zoning: B-2-RETAIL BUSINESS
Description: 3 STORY BRICK
Parcel
Designation: SE-72
Location: 1734-1740 Washington St
Area: 4,140
Zoning: B-2-RETAIL BUS
Description: 4 STORY BRICK



PARCEL
DESIGNATION: R-8

LOCATION: 609 MASSACHUSETTS AVE

AREA: 1,680

ZONING: H-3-U MULTI-APART

DESCRIPTION: VACANT LAND



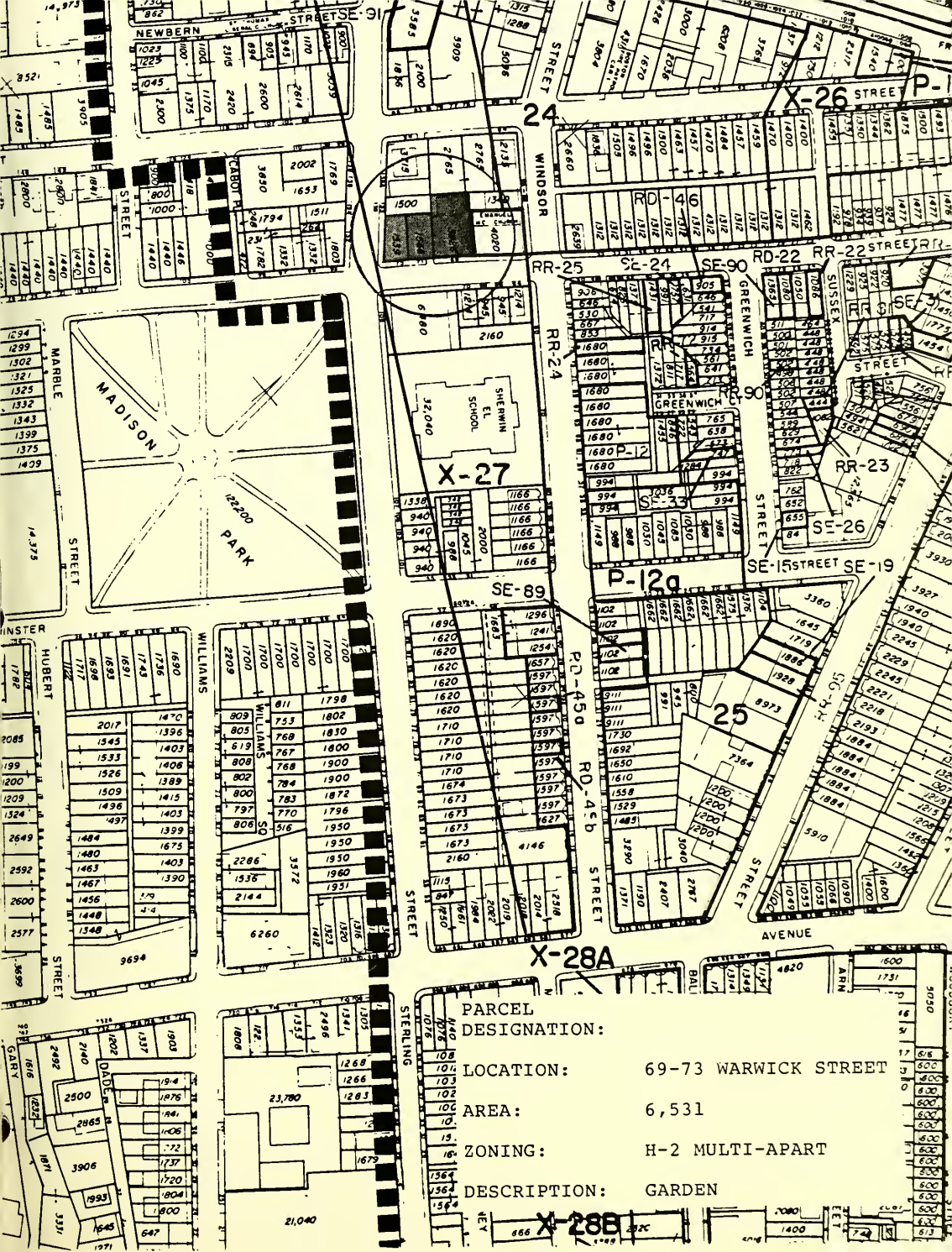
PARCEL
DESIGNATION: RR-32

LOCATION: 1876 WASHINGTON STREET
1-3-5 EAST LENOX STREET

AREA: 5,025

ZONING: M-2 LIGHT MFG

DESCRIPTION: VACANT LAND



PARCEL
DESIGNATION:

LOCATION: 69-73 WARWICK STREET

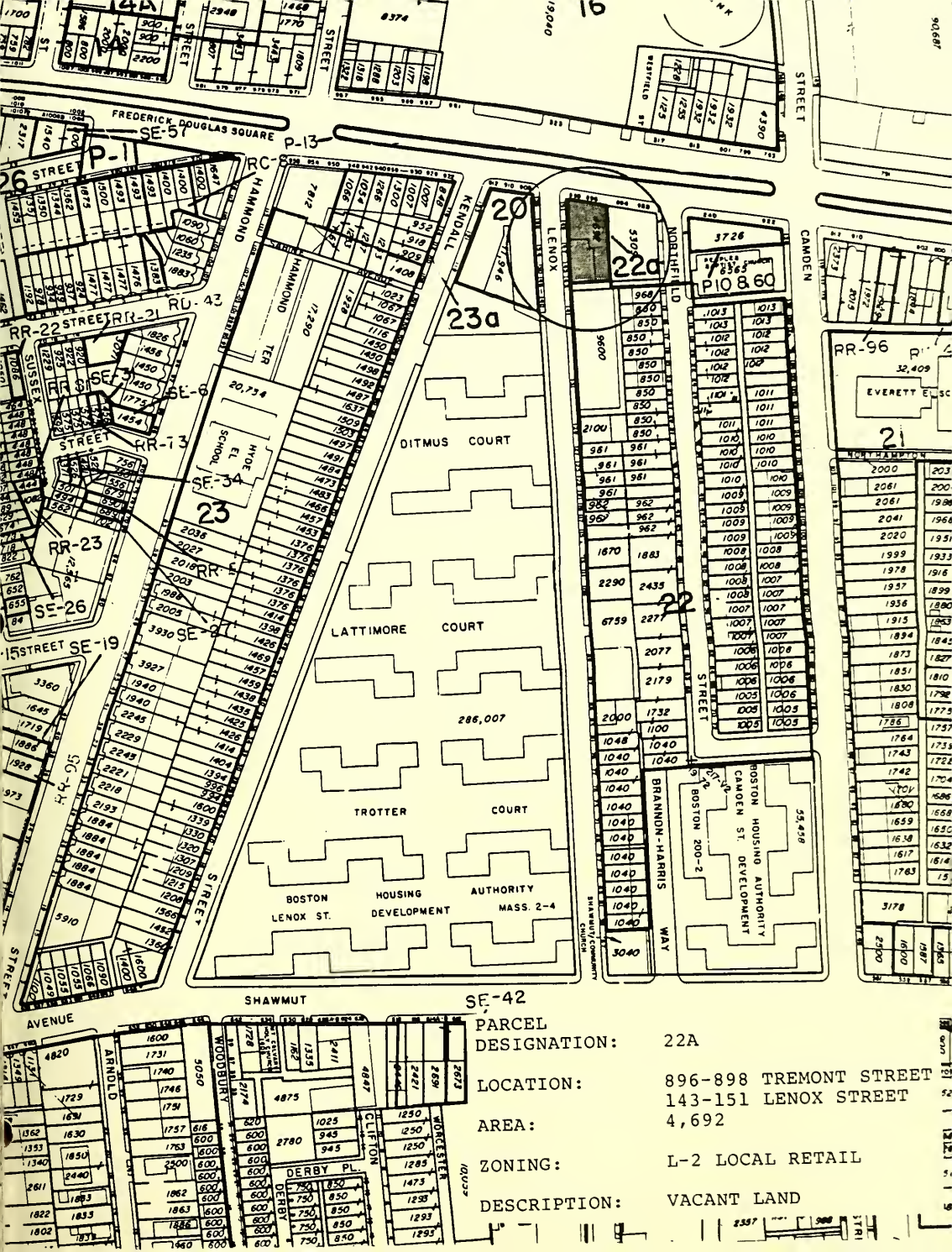
AREA: 6,531

ZONING: H-2 MULTI-APART

DESCRIPTION: GARDEN

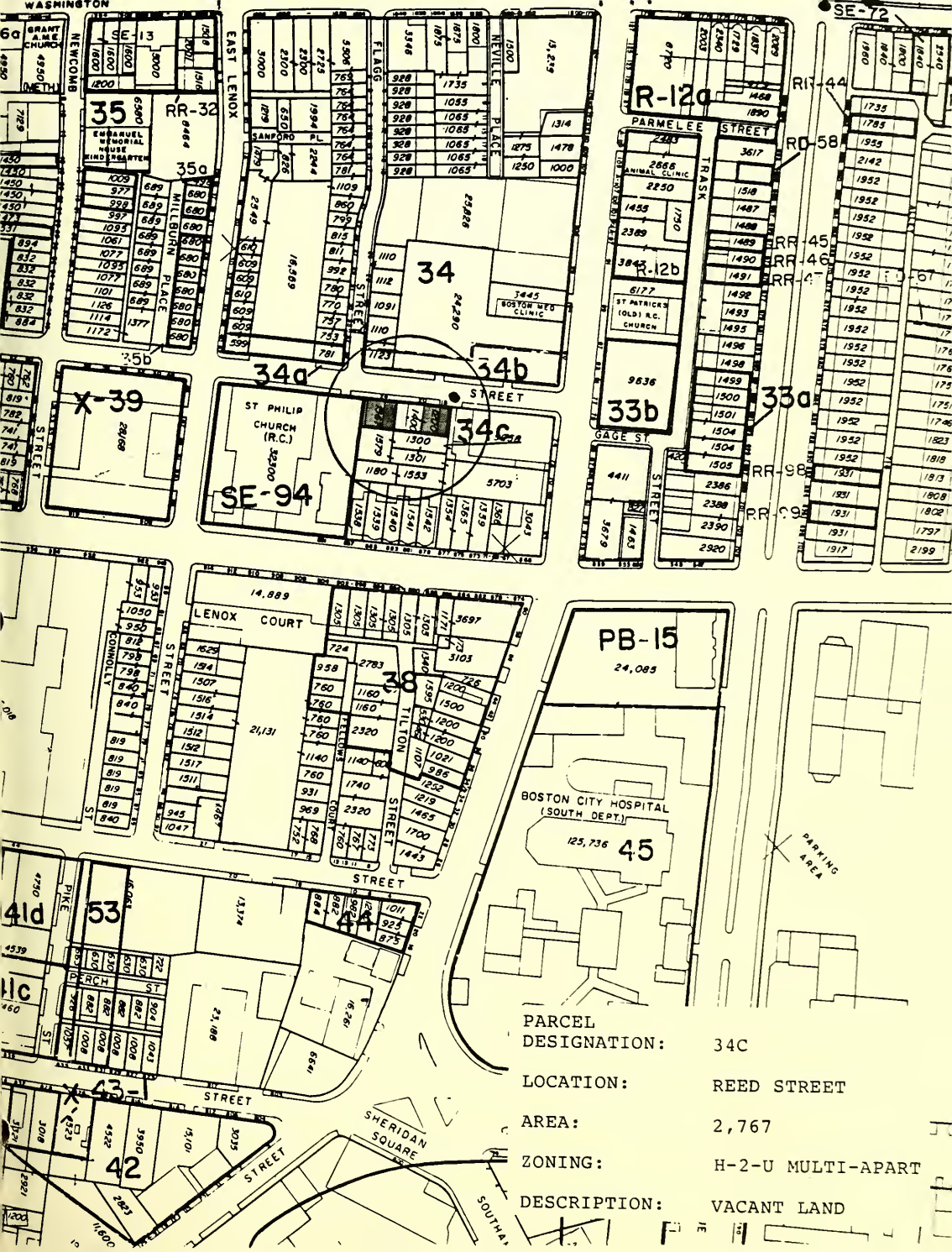
X-28b





SE-42
PARCEL
DESIGNATION: 22A
LOCATION: 896-898 TREMONT STREET
143-151 LENOX STREET
AREA: 4,692
ZONING: L-2 LOCAL RETAIL
DESCRIPTION: VACANT LAND





PARCEL
DESIGNATION: 34C

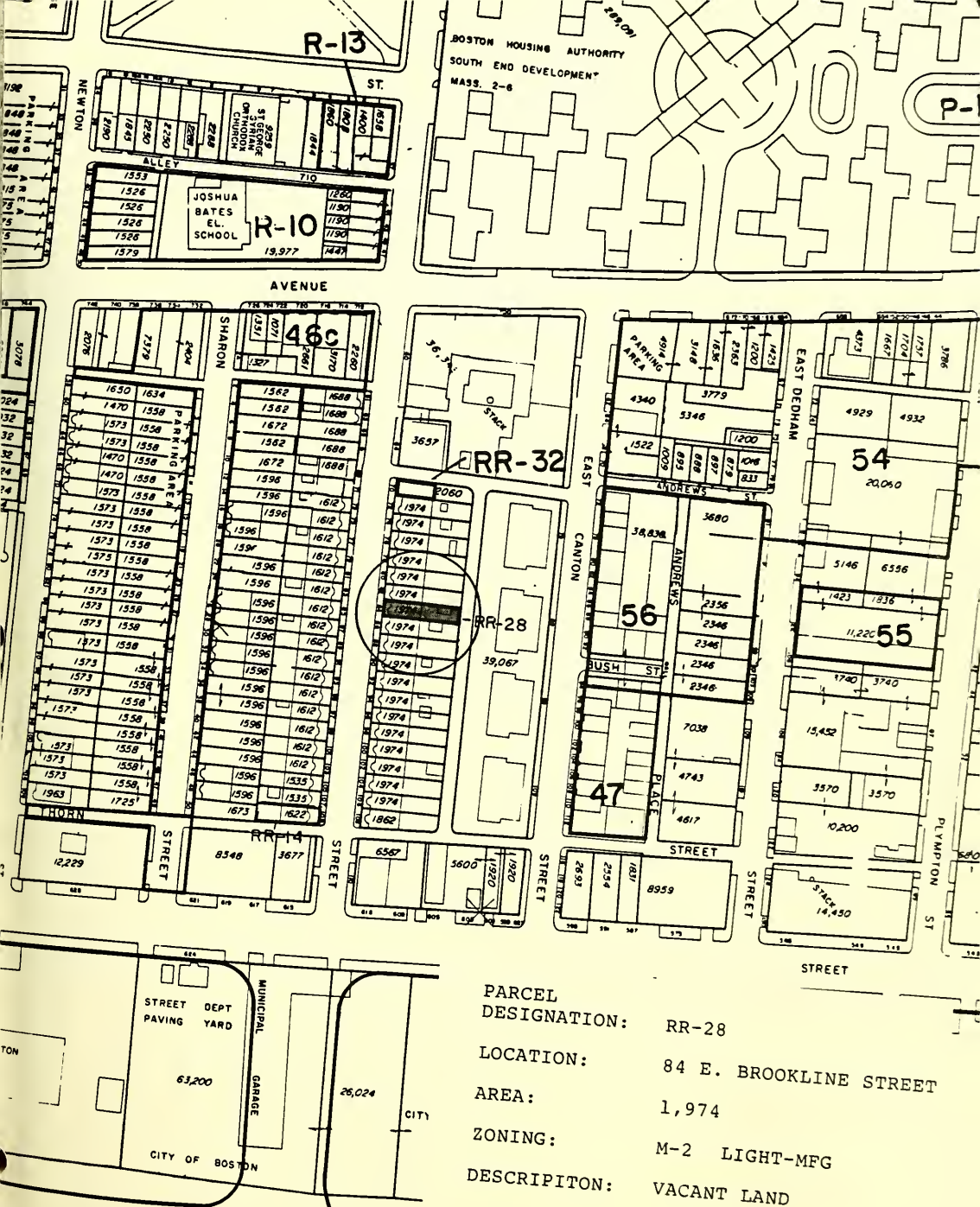
LOCATION: REED STREET

AREA: 2,767

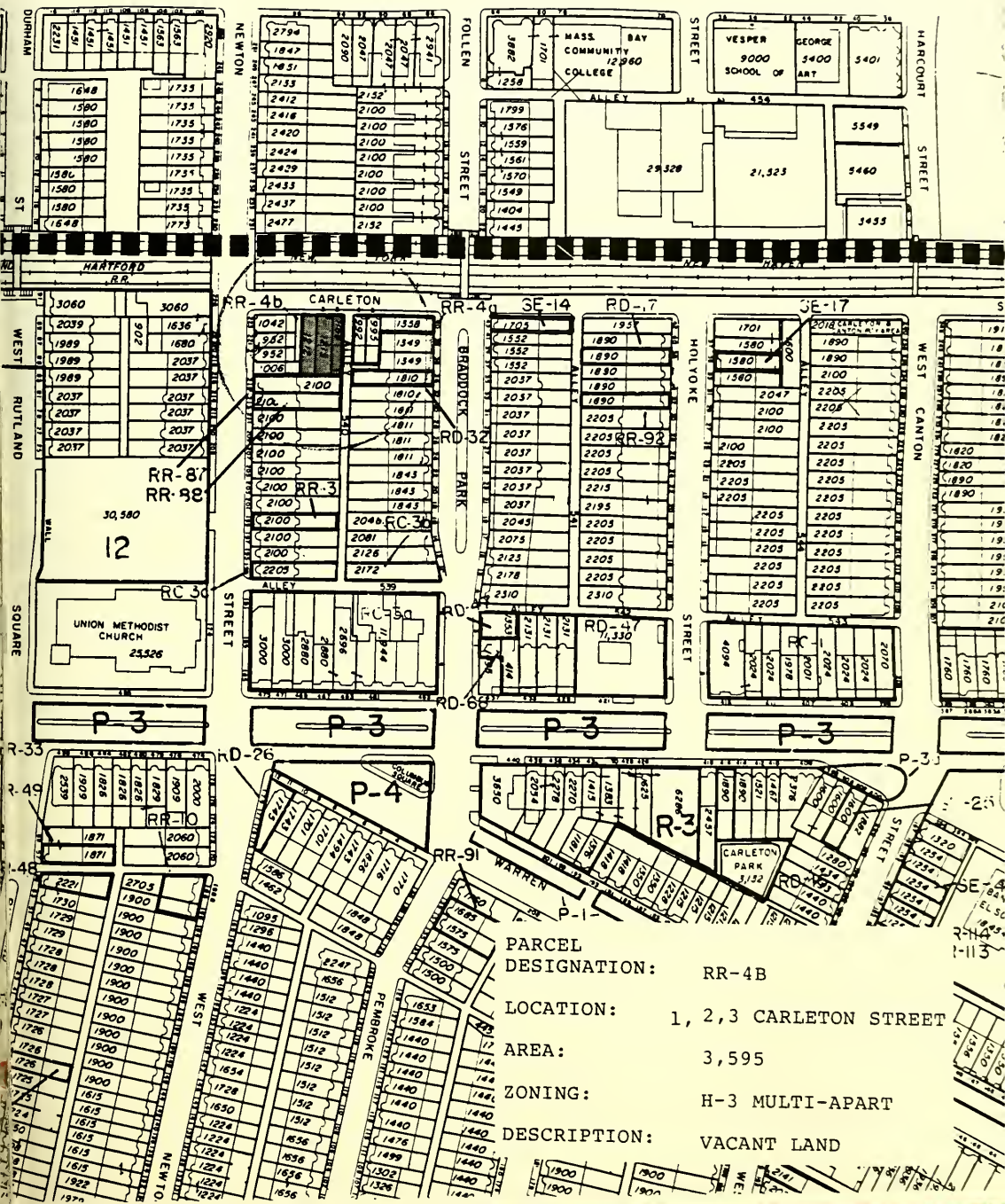
ZONING: H-2-U MULTI-APART

DESCRIPTION: VACANT LAND



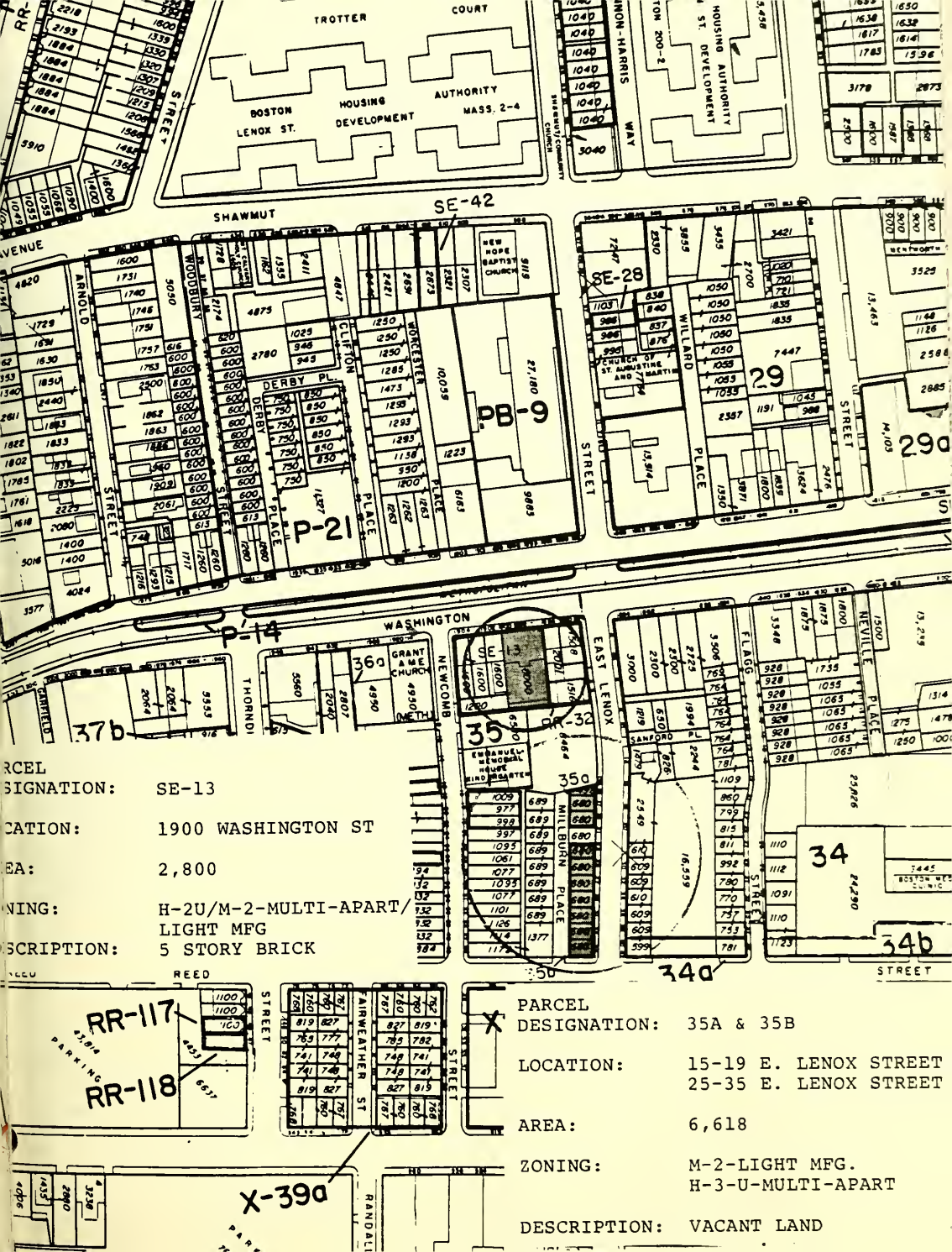


PARCEL DESIGNATION: RR-28
 LOCATION: 84 E. BROOKLINE STREET
 AREA: 1,974
 ZONING: M-2 LIGHT-MFG
 DESCRIPTION: VACANT LAND



PARCEL
 DESIGNATION: RR-4B
 LOCATION: 1, 2, 3 CARLETON STREET
 AREA: 3,595
 ZONING: H-3 MULTI-APART
 DESCRIPTION: VACANT LAND

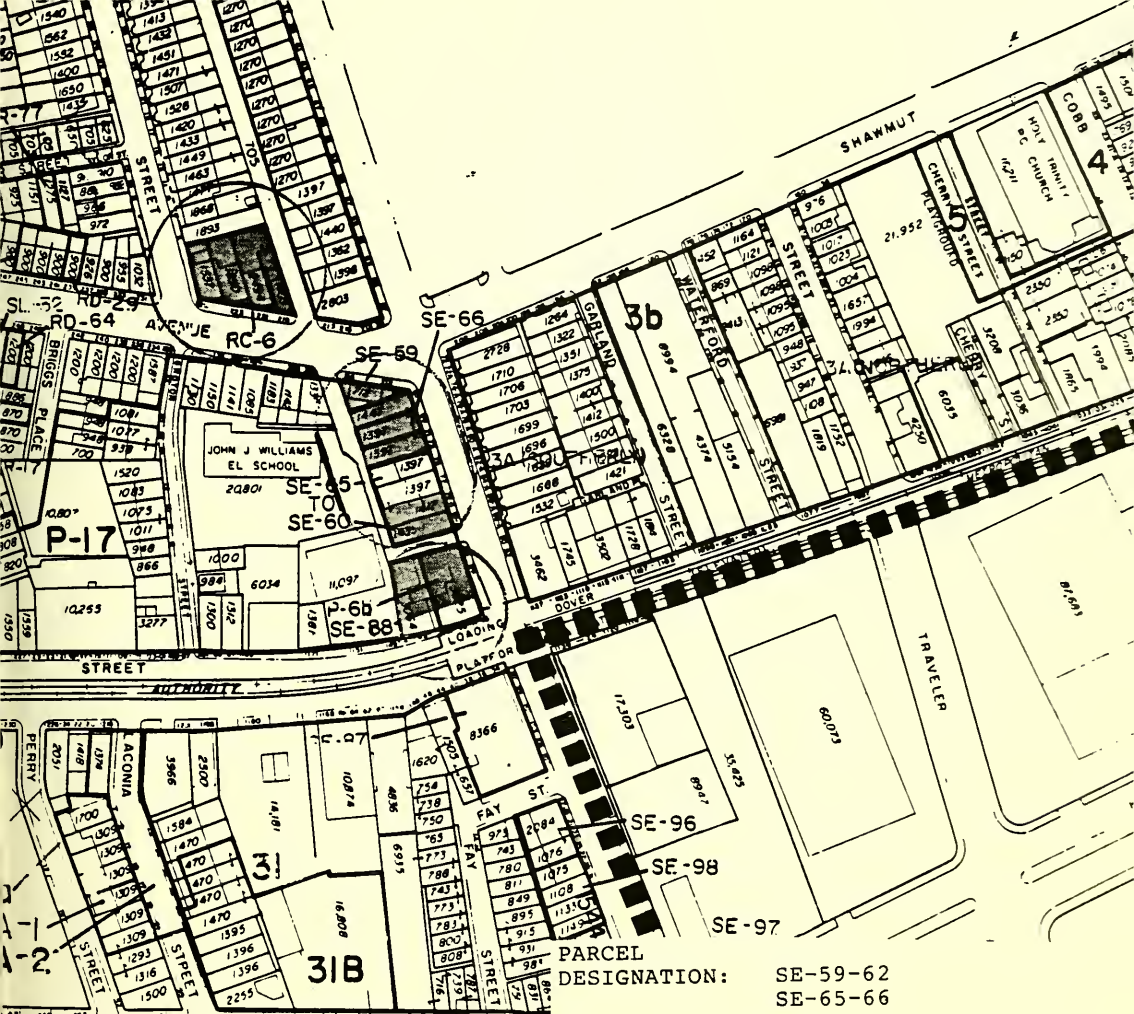




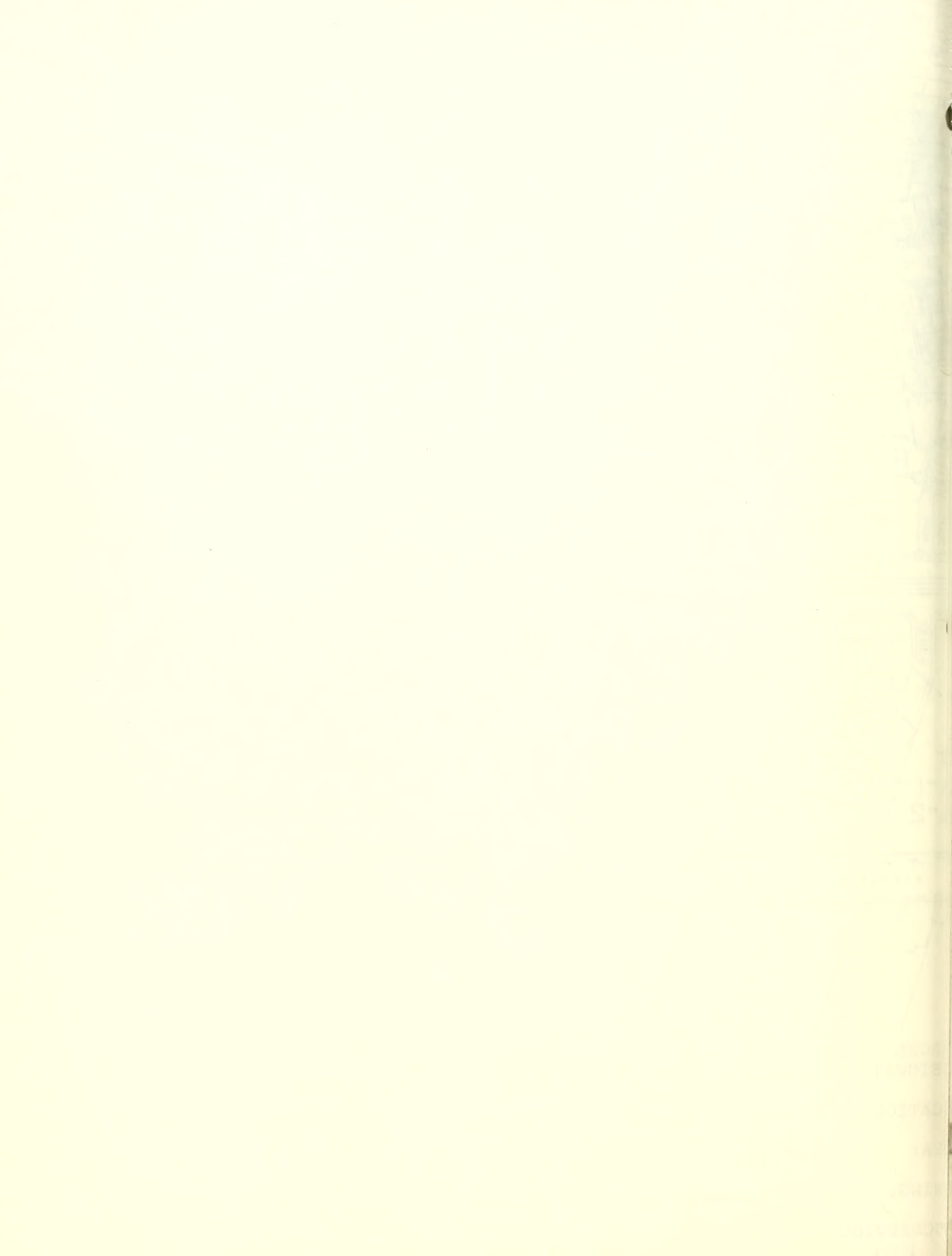
PARCEL DESIGNATION: SE-13
LOCATION: 1900 WASHINGTON ST
AREA: 2,800
ZONING: H-2U/M-2-MULTI-APART/
LIGHT MFG
DESCRIPTION: 5 STORY BRICK

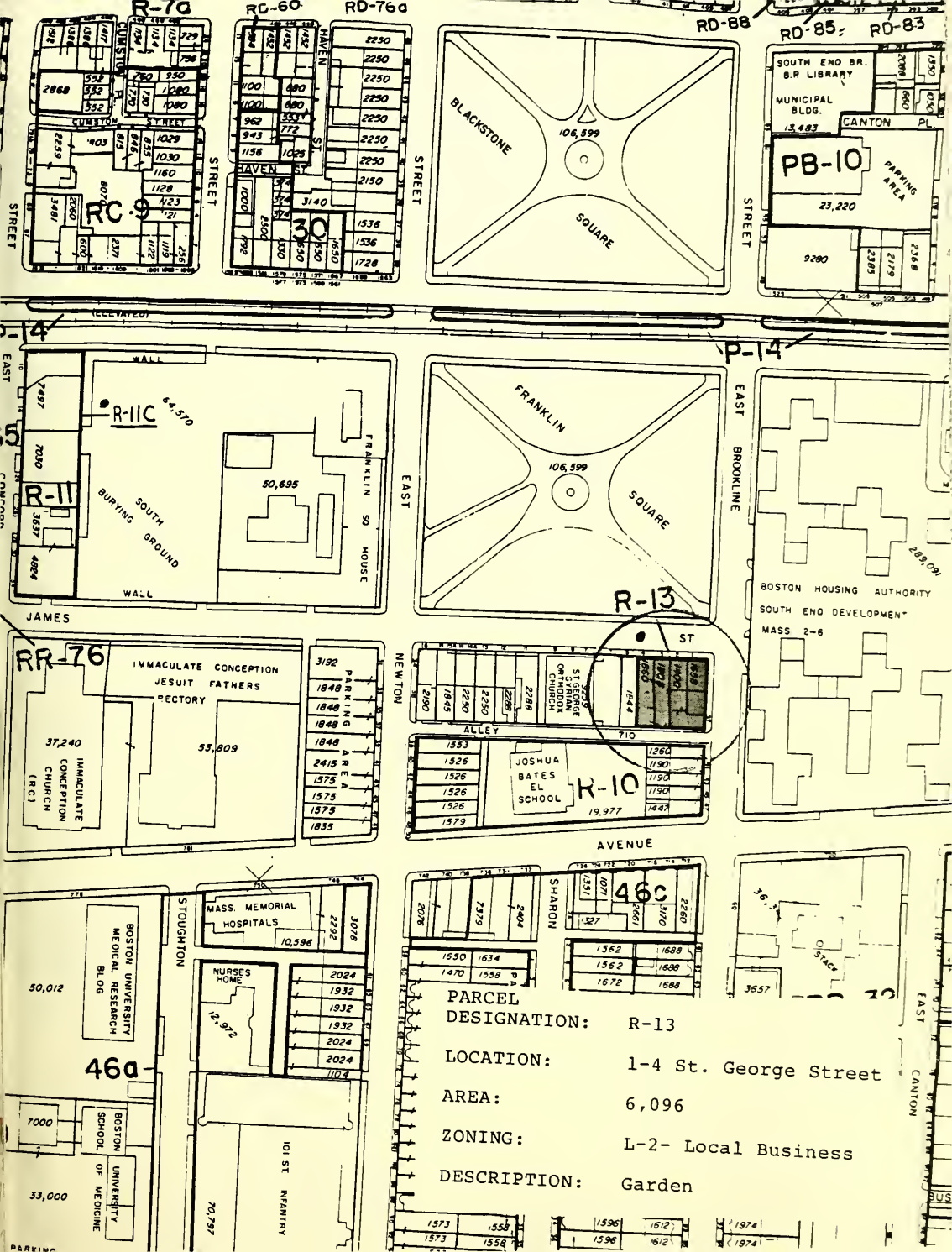
PARCEL DESIGNATION: 35A & 35B
LOCATION: 15-19 E. LENOX STREET
25-35 E. LENOX STREET
AREA: 6,618
ZONING: M-2-LIGHT MFG.
H-3-U-MULTI-APART
DESCRIPTION: VACANT LAND





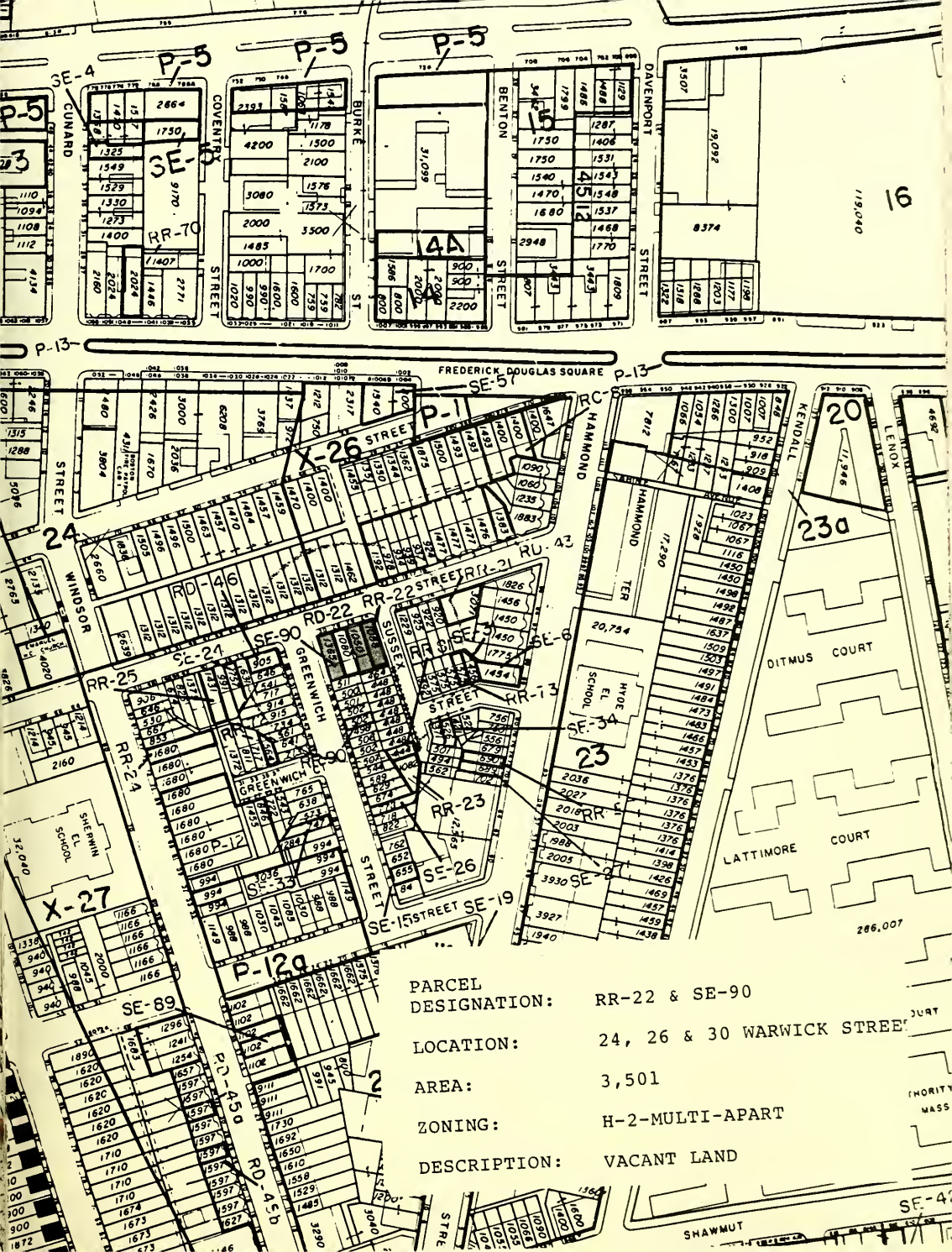
PARCEL DESIGNATION:	RC-6	LOCATION:	219-225 SHAWMUT AVE/ ALLEY 705	AREA:	7,134	ZONING:	H-3 -MULTI APART	DESCRIPTION:	VACANT LAND
PARCEL DESIGNATION:	SE-59-62 SE-65-66	LOCATION:	212-214 Shawmut Avenue 69-73 E. Berkeley Street 79-81 E. Berkeley Street	AREA:	7,815	ZONING:	H-3 - MULTI-APART	DESCRIPTION:	Six 4-story brick
PARCEL DESIGNATION:	SE-88	LOCATION:	1143-1149 WASHINGTON STREET	AREA:	3,064	ZONING:	H-3-MULTI APART	DESCRIPTION:	VACANT LAND



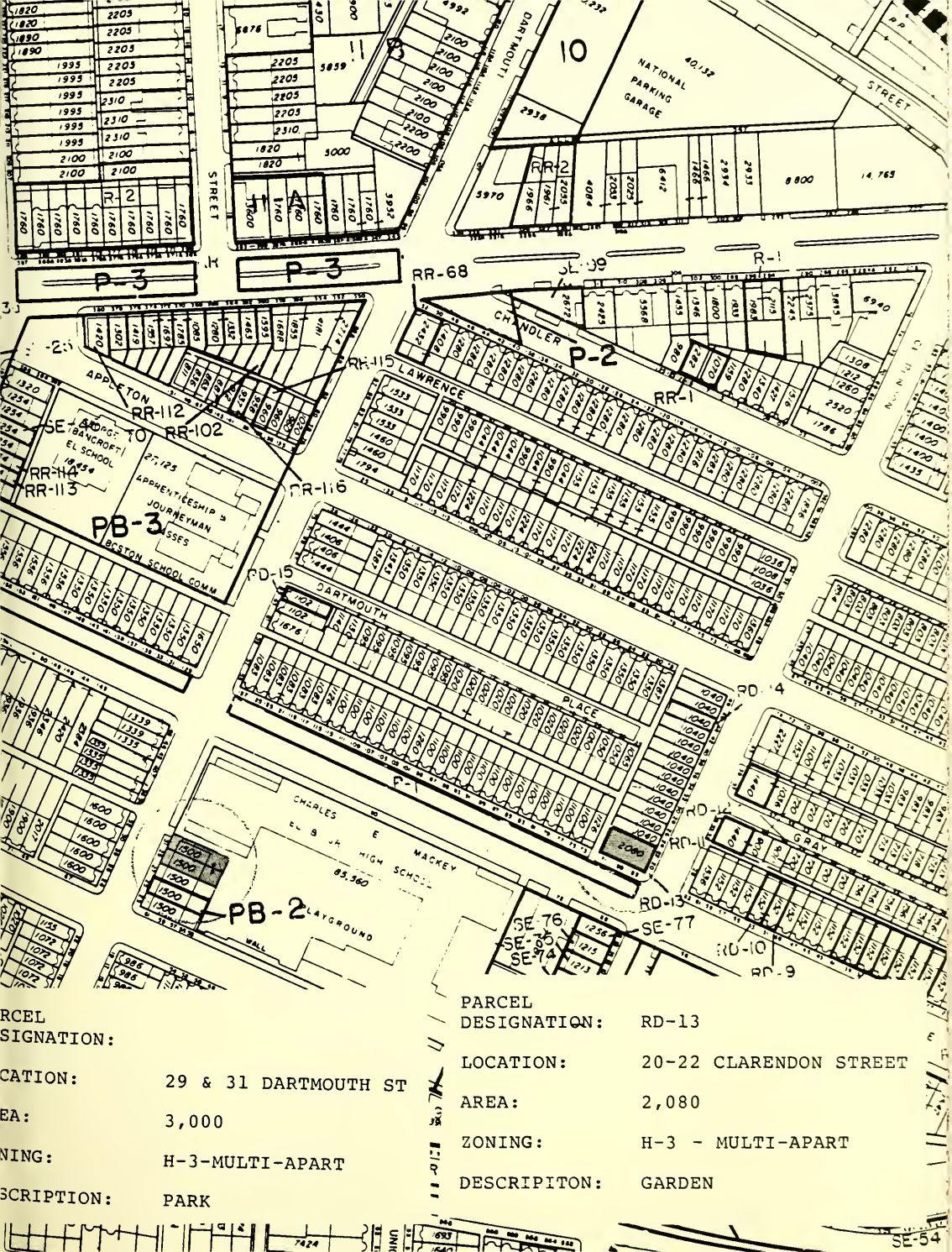


PARCEL DESIGNATION: R-13
LOCATION: 1-4 St. George Street
AREA: 6,096
ZONING: L-2- Local Business
DESCRIPTION: Garden



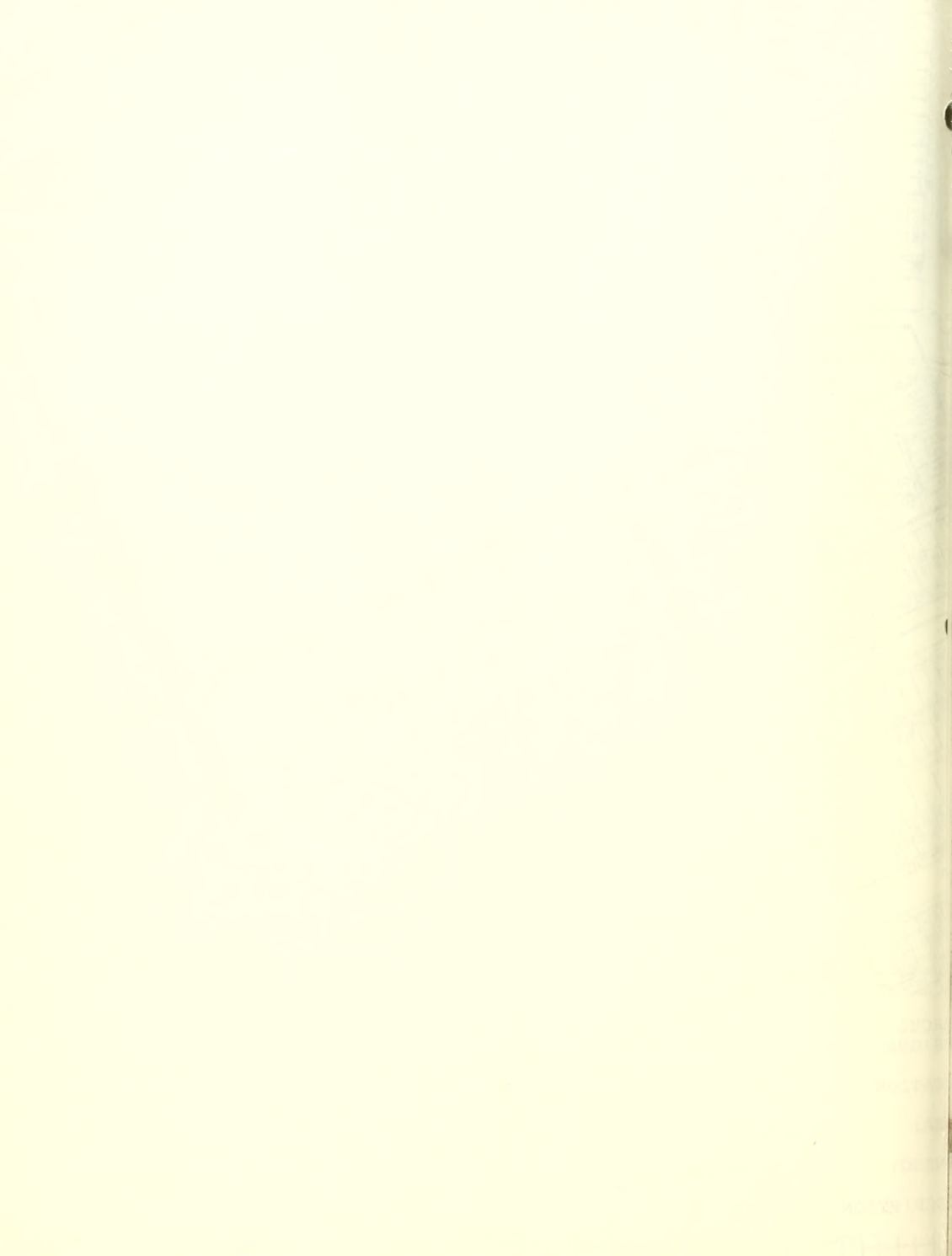


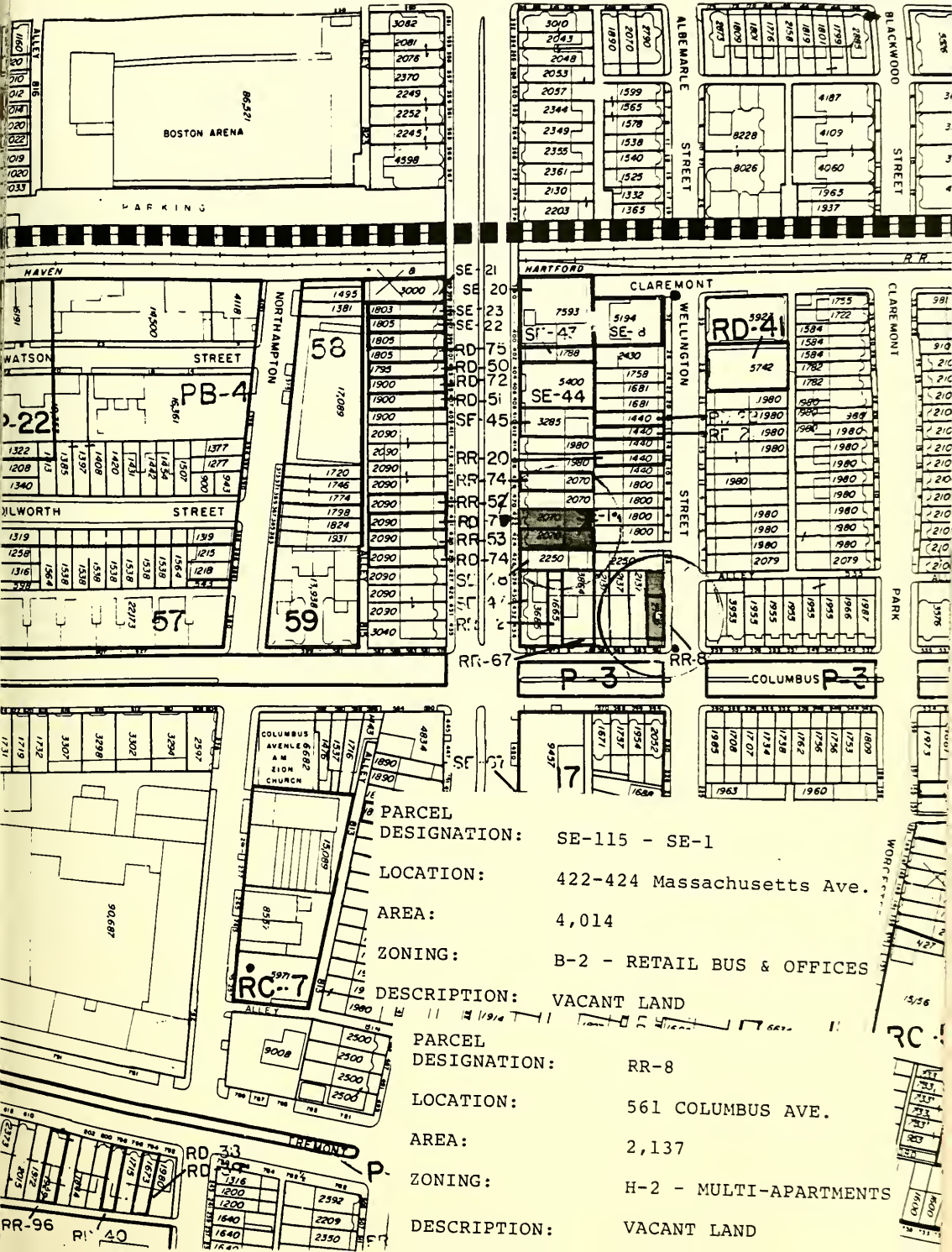
PARCEL DESIGNATION: RR-22 & SE-90
LOCATION: 24, 26 & 30 WARWICK STREET
AREA: 3,501
ZONING: H-2-MULTI-APART
DESCRIPTION: VACANT LAND



PARCEL DESIGNATION: 29 & 31 DARTMOUTH ST
LOCATION: 3,000
AREA: H-3-MULTI-APART
ZONING: DESCRIPTION: PARK

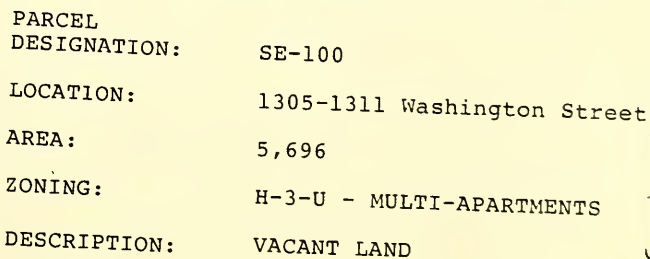
PARCEL DESIGNATION: RD-13
LOCATION: 20-22 CLARENDON STREET
AREA: 2,080
ZONING: H-3 - MULTI-APART
DESCRIPTION: GARDEN





PARCEL
DESIGNATION: SE-115 - SE-1
LOCATION: 422-424 Massachusetts Ave.
AREA: 4,014
ZONING: B-2 - RETAIL BUS & OFFICES
DESCRIPTION: VACANT LAND

PARCEL
DESIGNATION: RR-8
LOCATION: 561 COLUMBUS AVE.
AREA: 2,137
ZONING: H-2 - MULTI-APARTMENTS
DESCRIPTION: VACANT LAND



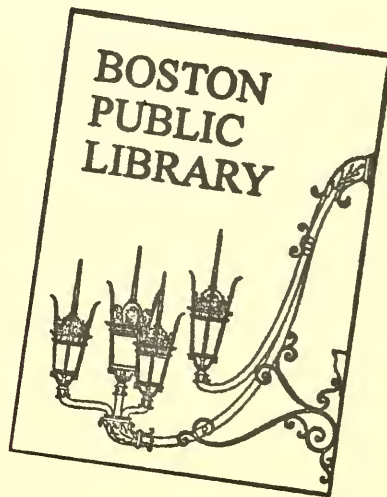
APPENDIX A

1. $\frac{1}{2} \leq \frac{1}{2} \leq 1$ $\frac{1}{2} \leq 1$
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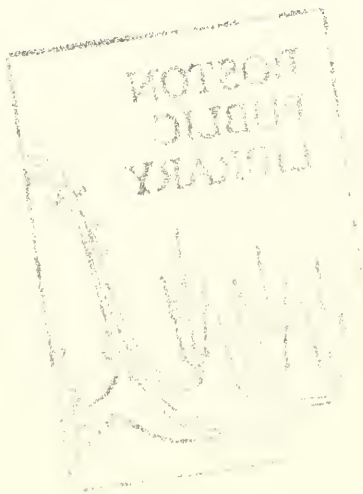
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 7. $\frac{1}{2} \leq 1$ $\frac{1}{2} \leq 1$ $\frac{1}{2} \leq 1$
 8. $\frac{1}{2} \leq 1$ $\frac{1}{2} \leq 1$ $\frac{1}{2} \leq 1$

The South End

District Study Committee Report



Boston Landmarks Commission



CONTENTS

INTRODUCTION

- I. Location of Proposed Districts
- II. Description of Proposed Districts
- III. Significance of Proposed Districts
- IV. Economic Status
- V. Planning Context
- VI. Alternative Designation Approaches
- VII. Recommendations
- VIII. Standards and Criteria
- IX. Bibliography

INTRODUCTION

The South End Study Committee hereby transmits to the Boston Landmarks Commission its report on the designation of the South End neighborhood as a Landmark District with the Harrison Avenue/Albany Street area as a Protection Area.

The work of this Committee was initiated in 1977 after a petition was submitted by registered voters of the South End neighborhood to the Boston Landmarks Commission asking that the Commission designate the proposed South End neighborhood a Landmark District under the provisions of Chapter 772 of the Acts of 1975, as amended. The purpose of such a designation is to recognize and to protect the architectural and historical characteristics which make an area unique and worthy of preservation.

As a result of the petition from ten registered voters and at the request of the Boston Landmarks Commission, the Mayor appointed and the City Council confirmed a Study Committee to make recommendations to the Commission on the proposed district.

The South End Study Committee, which consists of members from the Landmarks Commission and the South End Study Area, began its work together in 1978 to evaluate the architectural and historical significance of the area, the potential boundaries, and to propose the standards and criteria that would ensure the protection of the area. The Committee was assisted by Marcia Myers, Executive Director of the Boston Landmarks Commission, Judith McDonough, Survey Director of the Commission, and John Harrell, the Commission's staff architect.

All Study Committee meetings were held in the South End on a regular bi-monthly schedule and were open to the public. After more than two years of work, study and deliberation, a tentative report with suggested guidelines was drawn up. During September, 1981, the Study Committee held two special meetings to which all property owners and interested residents in the Study Area were invited. Additionally, many presentations were given at individual neighborhood association meetings by Committee members and interested persons. The Study Committee's report was reviewed, and opinions and suggestions were solicited from the public. Following these meetings, the Study Committee amended and completed its recommendations for submission to the Boston Landmarks Commission.

SUMMARY

The South End Study Committee has concluded that the South End neighborhood is architecturally significant as a substantially intact area of mid-19th century row houses and notable institutional and civic complexes important for integrity and consistency of design throughout the greater part of the entire district.

Therefore, the Study Committee has recommended that an area bounded, roughly, by the Southwest Corridor right-of-way, Tremont Street, East Berkeley Street, Washington Street, Harrison Avenue, and Northampton/Camden Streets be designated as the South End Landmark District. The Committee has recommended, also, that the area between the designated district and the Southeast Expressway be designated as a Protection Area. (See Section I for exact boundaries of both proposed districts.)



The Committee has recommended, also, that the Standards and Criteria, which have been prepared to guide future physical changes to property and to open space within the proposed districts in order to protect the architectural integrity and character of the area, be adopted.

The Committee has further recommended that a South End District Commission be established in accordance with Chapter 772 of the Acts of 1975, as amended, that district residents and members of the Boston Landmarks Commission be appointed to the Commission to review exterior changes to property in the districts.

Chapter 772, as amended, stipulates that there be five District Commission members: two members and two alternates from the District and three members and three alternates from the Boston Landmarks Commission. The report recommends that: The pairs of members and alternates from the Landmark District must be residents of the Landmark District for at least three years prior to appointment to the Commission; that at least one member and one alternate be owner occupants within the Landmark District; that no member or alternate may own more than three properties within the Landmark District; that one member and one alternate reside in that part of the Landmark District lying west of Tremont Street; that the other member and other alternate reside in that part of the Landmark District lying east of Tremont Street; and that members and alternates serve staggered three-year terms.

Study Area residents on the Study Committee:

James Alexander	Robert Bennett
Dorothy Clarke	Charles F. Gandy
Philip Degnon	Betty Fordham Nolan
Fernando Domenech	Rev. Clyde Miller
Allan R. Crite	
Clark Frazier	

Boston Landmarks Commission representatives on the Study Committee:

Pauline Chase Harrell
Henry A. Wood
Susan B. Davis
Martha Rothman (until 1980)

Acknowledgments:

This report would not have been possible without the sustained and extensive assistance of many South End residents. Although it would be impossible to make a complete list, the following people donated many hours of their own time to assist in what seemed like an endless task:

Carolyn Gritter
Ken Gritter
Robert Harkness
Jeanette Hajjar
Arthur Howe
Raymond F. Liston
Joe Rosembloom
Eric Liebman



The proposed South End Landmark District and the Harrison Avenue/Albany Street Protection Area are located in the South End section of the City of Boston

The area to be included in the proposed Landmark District of 300 acres includes the property within a line running as follows:

- starting at a point at the intersection of Northampton Street and the southerly property line of the Southwest Corridor right-of-way and running in a northeasterly/easterly direction along said right-of-way to the intersection of Tremont Street;
- thence turning and running in a southwesterly direction along the easterly curb line of Tremont Street until it intersects with East Berkeley Street;
- thence turning and running in an easterly direction along the southwestern curb line of East Berkeley Street until it intersects with Washington Street;
- thence turning and running northerly for approximately 50 feet along the western curb line of Washington Street;
- thence turning at a right angle and running across Washington Street to its eastern curb line and again turning at a right angle and running in a southwesterly direction along the southeastern curb line of Washington Street until it intersects with the back lot property line of #21 Waltham Street.
- thence turning and running in a southeasterly direction along the back lot lines of #21 to #1 Waltham Street;
- thence running across Harrison Avenue and along the back lot lines of #80 to #86 Waltham Street;
- thence turning and running in a southerly direction along the eastern lot line of #86 Waltham Street;
- thence running in a southeasterly direction across Union Park Street and in a southerly direction along the east lot line of #89 Union Park Street;
- thence turning and running in a westerly direction along the back lot lines of #89 to #81 Union Park Street until it intersects with Harrison Avenue;
- thence turning and running in a southwesterly direction along the southeastern curb line of Harrison Avenue until it intersects with East Canton Street;
- thence turning and running in a southeasterly direction along the northeastern curb line of East Canton Street until it intersects with Thorn Street;
- thence turning and running in a southwesterly direction along the southeastern curb line of Thorn Street until it intersects with East Brookline Street;
- thence turning and running in a northwesterly direction along the back lot



lines of #109 to #81 East Brookline Street;

- thence turning at a right angle and running in a northeasterly direction along the eastern lot line of #57 East Brookline Street;

- thence turning at a right angle and running in a northwesterly direction along #57 East Brookline Street until it intersects with Harrison Avenue;

- thence turning and running in a southwesterly direction along the southeastern curb line of Harrison Avenue until it intersects with Northampton Street;

- thence turning and running in a northwesterly direction along the northeastern curb line of Northampton Street until it intersects with Washington Street;

- thence turning and running in a southwesterly direction along the mid-line of Washington Street until it intersects with Camden Street;

- thence turning and running in a northwesterly direction along the northern curb line of Camden Street to the intersection with Shawmut Avenue, continuing directly across Shawmut Avenue and along the northern curb line of Camden Street until it intersects with Tremont Street;

- thence continuing directly across Tremont Street along the northerly curb line of Camden Street until it intersects with Columbus Avenue, across Columbus Avenue until it intersects with the back lot lines of #607 to #627 Columbus Avenue;

- thence turning and running in a northeasterly direction along said back lot line until it intersects with Northampton Street;

- thence turning and running in a northwesterly direction along the northeastern curb line of Northampton Street until it reaches the starting point.

- The area to be included in this proposed Protection Area of 180 acres includes the property within a line running as follows:

- starting at a point at the intersection of the Southwest Corridor right-of-way at Herald Street and Tremont Street and running in a southwesterly direction along the easterly curb line of Tremont Street until it intersects with East Berkeley Street;

- thence turning and running in an easterly direction along the southwestern curb line of East Berkeley Street until it intersects with Washington Street;

- thence turning and running northerly for approximately 50 feet along the western curb line of Washington Street;

- thence turning at a right angle and running across Washington Street to its eastern curb line and again turning at a right angle and running in a southwesterly direction along the southwestern curb line of Washington Street until it intersects with the back lot property line of #21 Waltham Street;



- thence turning and running in a southeasterly direction along the back lot lines of #21 and #1 Waltham Street;
- thence running across Harrison Avenue and along the back lot lines of #80 to #86 Waltham Street;
- thence turning and running in a southerly direction along the eastern lot line of #86 Waltham Street;
- thence running in a southeasterly direction across Union Park Street and in a southerly direction along the east lot line of #89 Union Park Street;
- thence turning and running in a westerly direction along the back lot lines of #89 to #81 Union Park Street until it intersects with Harrison Avenue;
- thence turning and running in a southwesterly direction along the southeastern curb line of Harrison Avenue until it intersects with East Canton Street;
- thence turning and running in a southeasterly direction along the northeastern curb line of East Canton Street until it intersects with Thorn Street;
- thence turning and running in a southwesterly direction along the southeastern curb line of Thorn Street until it intersects with East Brookline Street;
- thence turning and running in a northwesterly direction along the back lot lines of #109 to #81 East Brookline Street;
- thence turning at a right angle and running in a northeasterly direction along the eastern lot line of #57 East Brookline Street;
- thence turning at a right angle and running in a northwesterly direction along #57 East Brookline Street until it intersects with Harrison Avenue;
- thence turning and running in a southwesterly direction along the southeastern curb line of Harrison Avenue until it intersects with Northampton Street;
- thence turning and running in a southeasterly direction along the northeastern curb line of Northampton Street until it intersects with Albany Street;
- thence turning and running in a northeasterly direction along the northwestern curb line of Albany Street until it intersects with Massachusetts Avenue;
- thence turning and running in a southeasterly direction along the northeastern curb line of Massachusetts Avenue until it intersects with Melnea Cass Boulevard;
- thence turning and running in a northeasterly direction along the northwestern edge of Fitzgerald Expressway until it intersects with Herald Street;
- thence turning and running in an easterly direction along the northern edge of Herald Street until it reaches the starting point.



II Description

A significant fact in the development of the South End is that much of the land is man-made. More than half of the area was once mud flats and marshes. The filling-in process was begun in the early 1800's and, by stages, virtually completed by 1870. The result was a table-flat surface with only slight rises on the north-south streets where they bridged the existing railroad tracks. The South End plan is composed of several smaller and three major grids, and on such a surface the buildings - their arrangement, alignment, structure and architecture - are the important and distinctive physical features of the landscape.

The proposed South End Landmark District and the adjoining Harrison Avenue/Albany Street Protection Area are large, well-defined, and densely built up. The major boulevards have long vistas while the shorter, often tree-lined residential cross-streets are slightly curved. The different streets are distinguished by width and direction, by subtle variations in the architectural style and height that vary from one block to another, and by the proximity of open park space or the presence of a fenced-in "English" park found on some of the short residential blocks.

In this century there have been three substantial alterations to the nineteenth century landscape: the major east-west streets have been connected by bridges across the railroad track right-of-way to their counterparts in the Back Bay, ending the nearly total isolation of the South End from that district; much of the Fort Point Channel has been filled in, eliminating the last vestige of harbor shoreline and its related maritime industries; and the building of the Cathedral, Castle Square, and I.B.A. housing developments which radically altered the street patterns and replaced the original buildings in those particular areas.

The residential buildings which predominate the South End are the red brick rowhouses of four or five stories with double basement and mansard roof. Characteristic architectural features include decorative entrance canopies, decorative iron-work and granite or brownstone trim. The most popular styles of houses are the bow front, the flat front, and the angle bay. There are some brownstone buildings, some smaller three-story houses, a few frame houses, and some larger apartments buildings and commercial structures. A major element of the South End is its many distinctive churches and associated structures. Important also are the municipal and civic buildings that, with few modern exceptions, relate in style, materials, and design to the overall framework. On many of the short, residential blocks, the look and feel is much as it was a hundred years ago, and it is the automobile and the T.V. antennae that announce the century.



III A Historical and Topographical Development

In the 17th and 18th centuries, what is now called the South End was a narrow strip of land connecting the Shawmut Peninsula, on which the city of Boston was growing, with the mainland. This isthmus, or Neck Lands, was bounded on the west by the mudflats of the Back Bay and on the east by the South Cove and South Bay.

Soon after the settlement of Boston, a fortification was erected at the narrowest point of the neck near what is now East Berkeley (formerly Dover) Street. By 1784 the only buildings erected outside this fortification were a few stores. Ten years later there were only 18 buildings on the strip of land between Dover Street and the Roxbury line.

As the population in Boston grew, the demand for land resulted in what was to be the first of many land-fill projects. The Mill Pond on the perimeter of the Shawmut Peninsula was the first major fill and was begun in the 18th century. In March, 1800, at a meeting of the Board of Selectmen of Boston, the subject of laying out the Neck lands for development was raised. One year later, Charles Bulfinch, who was chairman of the Board of Selectmen, presented a plan:

"in which the land was divided into streets and lots, the streets being regular and drawn at right angles; and to introduce variety, a large circular place was left to be ornamented by trees, which the committee said would add to the beauty of the town at large and be particularly advantageous to the inhabitants of that part, the Neck." (Shurtleff)

In the plan the streets were all laid out in relation to Washington Street, already in existence and, until 1786, the only thoroughfare from the mainland to Boston. The "circular place" was an oval grass plot to be called Columbia Square. In 1849, it was divided into Franklin and Blackstone Squares, one on either side of Washington Street. Suffolk Street, now Shawmut Avenue, was shown extending from Columbia Square to the Roxbury Meeting House.

The harmonious streetscape of the South End was to be ensured by city control of building setback, height, width, and building material; all stipulated in deeds after sale by the City. The agreement by owners to build structures within the stated guidelines is an early and extensive instance in Boston of restrictions on real estate in order to promote symmetry and harmony of appearance on a street lined with buildings.

In 1804, the Front Street Company was chartered, "the first important enterprise for enlarging the limits of Boston by making new land". (Woods, p.20) This "enterprise" consisted of building Front Street, later renamed Albany Street, from Beach to Dover Streets. The filling of house lots was left to the individual owners, and as late as 1830 some of the lots still had not been filled.

Also in 1804, the first east/west street was laid out from Washington to Front Streets. In 1834, it was extended and renamed Dover Street.

In 1821 a dam was built on the site of the present Beacon Street, near the

foot of Beacon Hill, under the authority of the Boston and Roxbury Mill Corporation. This damming of the Back Bay led to some random filling on the western side of the Neck Lands, and, in the 1830's, allowed for the extension of Suffolk Street and Tremont Street all the way to Roxbury. An important factor for the development of the South End was the South Cove Company, founded in 1833 as an auxiliary to the Boston and Worcester Railroad. In the span of six years it purchased and filled 73 acres (for terminal yard facilities) of what is now Chinatown and the garment and leather districts. The activity of this company is considered to have given impetus to the laying out of the cross streets between Dover Street and Massachusetts Avenue. By 1840, Northampton, Concord, Newton, and Brookline Streets, named after Massachusetts towns, had been added at right angles to Washington Street.

The hope and promise of attracting buyers who wished more land around their houses than was available in the older parts of the city never materialized. Only the Deacon House (1848) on Washington Street, the first building in Boston with a mansard roof and other architectural displays of French influence, gave evidence of this campaign which lasted less than a decade. In 1849, in order to stimulate the sale of property in the South End, the City commissioned two engineers, E. S. Chesbrough and William P. Parrott, to re-plan the area for more modest building lots. It had become evident that the Federal Period grid pattern would be unsuitable for rowhouse development, and the unattached estate house seemed no longer to be popular within the city. The Deacon House was to remain an anomaly for many years.

The plan developed by Chesbrough and Parrott placed an additional east/west street in each block. In several instances, a small park or square was added. In 1850, Chester Square and East Chester and West Chester Parks were laid out and the lots sold at auction. A year later, Union Park and Worcester Square were done. Careful attention was given to the architectural unity of the blocks adding to the unique charm of the area. Much of this work was done by architect Nathaniel J. Bradlee.

The larger development of laying out and filling in the grids in the Back Bay, which was started in 1857, anticipated an extension into the yet unfilled portion of the South End. The result was that Warren Avenue, Appleton, Clarendon, and Dartmouth Streets were laid out following the Back Bay grids and askew from the South End pattern. However, the inflexible presence of the railroad tracks inhibited any further intrusion of that design. Columbus Avenue was laid out parallel to the railroad tracks and aligned with the Park Street Church steeple. By 1870, the basic pattern for the South End had been laid out and the filling operations completed.

The opening of the horse-car line from Scollay Square to Roxbury along Washington Street in 1856 facilitated the growth of the new community and helped to establish its importance as a popular residential area. The South End became a fashionable district of large, well-built, often luxurious private homes. There were many thriving churches both Protestant and Catholic. The new English High and Boston Latin Schools added distinction to the South End, as well as the Boston City Hospital which was built in 1864. Two handsome hotels added their elegance to the area, and it was only proper that President Grant stay at one of them, the St. James (now the Franklin Square House), when he visited Boston. In 1870, it would have seemed that the future of the South End as a stable and prosperous district was assured. Yet circumstances were already developing which would prevent the realization



of that prospect from lasting for more than a generation, that is, until the mid 1870's. In 1855, Mayor Smith recommended departure from the policy of restricting the South End to people of wealth (Firey, p.63). The city began selling its lots at auction and more favorable loan terms were established. In addition, the houses built on the mudflats between Tremont Street and the railroad tracks were of cheaper construction than those in the older part of the South End, and many were heavily mortgaged.

At about the same time, 1868, the raising of grades between Tremont, Pleasant, Washington, and Dover Streets, meant the demolition of about 150 buildings and the elevation of 600 other on higher foundations. The area had never been one of particular quality, and its proximity to the railroad tracks had a blighting effect not evident in the Church Street district (now Bay Village) on the north side of the tracks. It was not long after the razing of so many buildings that this area became a neighborhood of tenements and lodging houses.

It is possible that the South End could have survived as an affluent district, for the major portion was still attractive and viable. The telling blows were the development of the Back Bay where prices were "high enough to discourage cheap land uses and thus ensure upper class occupancy" (Firey, p.66), and the panic of 1873 which not only saw the ruin of many speculators, but also found many home buyers unable to make their mortgage payments. By 1885, the South End had become home to a large and growing number of lodgers. Of the 53 houses on Union Park, half had become lodging houses. Seven years later, only seven still were maintained as private residences.

It should be noted that the transition from single-family residence to lodging house was given its initial impetus by many of the original property owners. The houses are large and have many rooms, often more than was necessary to accommodate a single family with or without live-in servants. It was not unusual, therefore, for a family to take in one or two "lady/gentleman lodgers" to help defray expenses. The second generation of property owners merely increased the number of lodgers and decreased the family's living space. The interior design of the buildings, quite similar throughout the area, almost lends itself to such an enterprise, and few alterations were necessary to convert a house from completely private residence to total lodging house.

If the population of Boston needed room to expand, so did many other of the elements that go to make up a growing and thriving city. Economics, as always, was a major factor in determining results. Even before the South End was planned, there were small businesses in the area that would be the northernmost part of the district and many industries along the eastern boundary between Washington Street and the Fort Point Channel. As the price of real estate declined in the South End, businesses and industries increased in numbers. Lumber yards, breweries, piano craft factories, and other enterprises flourished. As traffic along the major arteries which ran through the South End increased, the desirability of property along those thoroughfares decreased. The growth in numbers of working-class people who lived here meant a growth in the number of taverns, saloons, and inexpensive eating places. The construction of the Main Line Elevated removed the last vestige of respectability from Washington Street and was considered a direct affront by those residents and institutions who were forced to live under its shadow and listen to its horrendous roar.

The economic decline of the South End began slowly in the 1870's and gradually

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Union Park

gained momentum. The popularity of suburban towns, such as Milton and Brookline, was growing. Enhanced by the availability of public transportation in the decade between 1880 and 1890, the suburbs soon became more attractive than the South End for home owners. Those who still wished to reside in the city, settled in the Back Bay. The decline began in the vicinity of Dover Street and moved southward toward Chester Square.

In 1927 an attempt was made to restore sections of the South End to an approximation of their former elegance. A Dr. Wilson and a number of his friends moved on to Union Park and began repairing and refurbishing their homes. There were many people who believed that the area had greater possibilities than Beacon Hill, also being restored at that time. The Crash of 1929 put an end to these activities in the South End. Less than ten years later, the last of these families moved out of Union Park. Even as the country emerged from the Depression, the South End was considered an undesirable place to live and an unattractive area for investment by the middle class.

In the decade following the end of World War II, many of the working class and immigrant families who lived in the South End joined the great American move to the suburbs. Houses sold for as little as \$2000, and buyers were not easy to find. Many houses were abandoned and the city sought buyers for the price of back taxes, some as little as \$500. Early "slum clearance" efforts obliterated the New York Streets in the northeast corner of the South End. Bank financing and insurance, already difficult to obtain, dried up completely. As abandoned buildings proliferated, the City adopted a policy of demolition without regard for abutting structures. Following the completion of the West End Urban Renewal Plan, many of the City planners considered the demolition of the South End as the next logical step in removing blighted areas from the city.

In reaction to this policy, many of the residents in the South End, organized in Neighborhood Associations, banded together to force the City to abandon this plan and to assist in efforts to reclaim and to improve the housing stock. They were joined in this struggle by the new, middle class residents who began moving into the South End as early as 1959. Under the guidance of the United South End Settlements (USES), who helped organize and maintain the Neighborhood Associations, both new and long-time residents protested the unnecessary destruction of basically sound buildings and long-established neighborhoods. This marked the beginning of the South End's preservation movement.

In consideration of the criticism that had followed the demolition of an entire community in the West End and in response to the organized protest of the residents of the South End, the City's Boston Redevelopment Authority agreed to preserve as much of the South End as would prove practical. In hundreds of meetings, representatives from the many Neighborhood Organizations, various South End institutions, and the BRA drew up a plan for the entire area that would be the basis for the South End Renewal Project. Federal funds were re-directed from demolishing the South End to salvaging its buildings, repairing its infra-structure, and beautifying its streets. It became the nation's largest urban renewal project, and was authorized in 1965. Federal, local, and private investment resulted in physical improvements, housing rehabilitation, the construction of new housing and new public institutions.



The South End is a neighborhood whose buildings and institutions have been adapted for use by a succession of different populations, but it still fits the description:

"of symmetrical blocks of high-shouldered, comfortable red brick or brownstone houses, bow-fronted and high-stooped, with mansard roofs, ranged along spacious avenues, intersected by cross streets that occasionally widened into tree-shaded squares and gardens, whose central gardens were enclosed by neat cast-iron fences." (Whitehill, p.122)

Preference for urban living by many of the young, professional middle class and the current economic exigencies place the South End under conflicting pressures. Once again, the row house is being converted into multiple dwellings as developers fill the demand for apartments and condominiums in Boston's inner-city neighborhoods, even as the number of owner occupied-homes is increasing. Yet the seeds of regeneration have been firmly planted. Today's South End resident is striving to preserve and to enhance the architectural heritage of our neighborhood. Having stemmed the tide of decay, the South End is proud to be one of Boston's most successful and stable neighborhoods, while remaining its most diverse community.

In the last decades of the 19th century, many German immigrants moved into the South End. They soon were followed by large numbers of Irish, French Canadians, Russian Jews and smaller groups of other nationalities. In the first decades of the 20th century, they were succeeded by new waves of future Americans. The larger communities were formed by Syrians, Lebanese, Greeks, Armenians, Italians, and Lithuanians. A small Chinese community developed from the over-flow out of Chinatown, which abutted the South End. At this time, Blacks also began moving into the South End in growing numbers, joining the small, but well-established community that had been here for more than a generation. Attracted by the proximity of the newly-constructed Back Bay Railway Station, they left their homes on the west side of Beacon Hill where their community had lived since the 18th century. They were to form a large and influential population in the South End. These were the more prominent groups in the first half of this century. The restrictions in the new laws of the 1920's choked off the flow of immigrants to the United States, and the Depression delayed the upward mobility of the newest Americans in the South End and elsewhere.

Between the demise of the South End as a middle/upper-middle class neighborhood in the 1870's and the post-war world of the 1950's, the South End was a vibrant, economically poor but culturally rich, dynamic community. Because it is an urban area and because its people worked hard to fulfill the promise of America, it was always in transition. In every instance, the latest arrivals of any ethnic group moved into their community years after the first-comers had left for middle America and the communities outside of the center city. They established their churches or synagogues as their first concerted effort, usually buying and converting a suitable edifice left vacant by a group of their predecessors. If the congregation was very small, the members would convert the main floor of a residential building to serve their need. There were always members of every group who opened grocery stores, stocking them with the foods, spices, breads, and cooking implements peculiar



to their own culture. Other opened eating places that served their native dishes. Coffee houses for the men, social clubs for families, language schools and marching bands for children were organized within each community.

Other, non-ethnic enterprises, such as drug, hardware, candy, and clothing stores were established either by people living outside of the South End or by residents who had been in the United States long enough to have acquired the necessary amount of English and expertise. As is inevitable in a working-class neighborhood, there were the pawnshop and barroom as well as the neighborhood tavern. There were, also, many non-ethnic lunchrooms and small restaurants that catered mainly to the rooming house population. Many of the newcomers had skills that every one could use, and their clientele was the result of proximity rather than ethnicity. They were the tailor and the baker, the knife-sharpener, the shoemaker, the seamstress, the carpenter, and the butcher - to name a few.

Since the South End had been designed for the well-off, the planners could not have dreamed that there would one day be a need for so many shops and stores within walking distance of the homes. The common solution was to convert the front room on the street floor for the smaller shops and eating places, with living quarters in the rear. The whole floor space was used for larger stores. The first eight feet of front brick wall was removed, a plate glass window was installed with proper lettering, a sign, and you were in business. By 1940, there was a grocery store or shop of some kind on almost every corner in the South End. Washington Street was a potpourri of stores and shops from Castle Street to Dudley Street. Columbus Avenue and Tremont Street managed to retain a few blocks with only one or two converted store-fronts. For much of Shawmut Avenue, only the corner buildings were altered. Very few of the buildings on the small, residential side streets were touched.

The pace of change in the population of the South End slowed in the 1930's because of economic conditions and in the early 1940's because of the war. By the middle of the 40's, the population was close to 60,000, and the South End was the most densely inhabited district in the City of Boston. Soon after the end of World War II, families began to move out of the South End, following the example of their predecessors and emulating city dwellers across the nation. But for the first time in the history of the South End, the movement was in one direction only. There were no groups of immigrants waiting to occupy the houses that often were left vacant and too often remained so. On one block where, in 1940, there were about 80 young people under 20 and half of those under 14, by 1951 there were less than two dozen under 20 and none under 14.

When the South End lost its first population of middle-class homes owners, it lost its reputation in Boston as a desirable place to live. Few of the subsequent home owners considered the South End to be their permanent residence and were, therefore, unwilling to invest their money in anything more than minor repairs. Many could not afford to pay for major repairs. Some, not familiar with this style of house, were unaware of what was needed and were too proud to ask and reveal their poverty. Many, if not most of the buildings, had absentee owners who disdained the South End and saw no need to maintain their property. By the middle of the century, signs of decay and disrepair could be found almost everywhere. As abandoned buildings decayed, they were razed by the City, and unsightly gaps could be found on many blocks of once-solid rowhouses. The long boulevards that had been built to connect downtown Boston with the towns to the south became major arteries for



commuters and a major problem and constant hazard for South Enders. These thoroughfares were the only part of the South End that most outsiders ever saw and, because they contained a less-than-attractive melange of stores, shops, taverns, businesses, lunch-counters, they reinforced the disreputable opinion of the South End that much of Boston held. The South End had almost reached its nadir.

The Black community that had moved to the South End from the West End joined those already there to form the most stable neighborhood in the South End. They were middle/working class families but, because of racial attitudes outside the South End, less mobile than their neighbors. By the 1950's, third generation families in the community were not unusual, although many of the young people who went on to college did not return or settle in the South End after they had graduated. If they were at a disadvantage in Boston because they were Black, they had an advantage in the South End because they were native-born Americans. They grew up knowing what their immigrant neighbors had a hard, somewhat painful time learning: in particular how to survive in the larger society where the rules that were supposed to apply to everyone did not apply to you. In the South End, all the communities combined to form a kaleidoscope of intermingling and overlapping cultures. It was not Black and White, but Greek, Syrian, Irish, Black, Armenian, Lebanese, Chinese, Jewish, Lithuanian, and so on.

The decade following World War II saw many changes, not all of them recorded here. The full employment and higher wages of wartime was a marked improvement from the Depression years, and people were able to save money - often for the first time. Coupled with the increased knowledge and sophistication of their fathers and brothers who returned from service in the Armed Forces, the pent-up ambition to "move out and buy our own home" was realized by many hundreds of families over a much shorter span of time than their predecessors had known. The building boom in the expanding suburbs made it easier for everyone to find, found, or join new communities.

This time, however, there were no immediate buyers or renters for the emptying houses, as there had been in the past. The buildings were 75 to 100 years old now, and few had been well taken care of. Those that were sold, went for very little; some remained vacant; others became total rooming houses; most deteriorated. Many of the people who had occupied the rooming houses, working-class men and women, now more prosperous, moved out for better quarters. With the disruption of their communities and, more important, the loss of their landlord/lady, there was little reason to stay. The void that was left by these departing families and tenants was filled by two different groups that, nevertheless, had much in common.



Planned in 1801 but developed mainly from 1848 through the early 1870's, the South End of Boston is characterized by an unusually high degree of architectural homogeneity and coherence. The houses of this neighborhood represent the "genteel" architectural taste of the Victorian Era - occasionally flamboyant in ornamentation but otherwise conservative in plan and elevation. The South End is, today, the largest essentially intact Victorian rowhouse neighborhood in the United States.

The district is too large for a single focal point; instead, the component neighborhoods focus on "squares" and major public buildings. The "Squares" are more accurately English Parks, and represent a 19th century pattern in Boston urban planning, extending back to Bulfinch's design for the Tontine Crescent, and epitomized by Louisburg Square. The South End "squares" represent the last major neighborhood-wide use of this concept in Boston.

With the exception of Blackstone and Franklin Squares, they are surrounded by four story brick and brownstone rowhouses of uniform setback. The curved ends of the park require unique stepped configurations in the facades of the end houses. The monumentality of the architectural concept, softened by the trees and shrubs of the park, create a setting which is at once dignified and intimate.

The first square to be completed, Union Park (1857-59) was one of Boston's most prestigious addresses for a time. Though large, the houses are generally of a simple and conservative design. In addition, the Cathedral of the Holy Cross, a block to the east, gives the square a noble vista. Architecturally the most cohesive of the South End squares, Worcester Square is also significant in having had the first City Hospital buildings, designed by Gridley J. F. Bryant in 1861-64, laid out on the axis of the square. Prior to renovations, these buildings terminated the view to the east with a central dome. The Allen House, a unique brownstone mansion, is a landmark on one of the western corners.

Chester Park, built between 1850 and the mid-1860's, epitomizes the height of architectural taste in mid-nineteenth century Boston. As a group, these houses are the grandest in size and ornamentation, and display the greatest variety in stylistic influences. Originally designed with an oval park containing a large fountain in the center, this square fell victim to street-widening in the 1950's when Massachusetts Avenue was cut through.

Although completed after Union Park, Blackstone and Franklin Squares were actually the first to be conceived. In 1801, Charles Bulfinch, as chairman of the Selectmen, presented a plan for a "Columbia Square" - four streets of houses facing a rectangular lawn split by Washington Street. Franklin and Blackstone Squares deviate only slightly from this plan.

Styled after these larger squares, Concord and Rutland Squares were developed during the 1860's. They are linear spaces, little wider than adjacent streets. The houses are typical of the neighborhood -- Italianate, bow-fronted and high basemented. Smaller and less pretentious, they represent the diminishing aspirations of the South End during that period.

Several major buildings deserve mention in this summary, as being distinctive



in both size and architectural design. Holy Cross Cathedral, designed by Patrick C. Keeley and dedicated in 1875, is a Gothic Revival structure in Roxbury puddingstone trimmed with granite. The church is over 360 feet in length, which is comparable to many major European cathedrals. The spires intended for two square towers on Washington Street were, unfortunately, never completed. The church of the Immaculate Conception, designed by the same architect in 1861, is an imposing Italian Renaissance building in granite. Keeley is generally considered to be the first Roman Catholic architect to have achieved national prominence in the United States. The adjacent red-brick structures were the original home of Boston College.

Franklin Square House is one of the two varieties of buildings facing Franklin Square. Built in brick in the Second Empire style, the symmetrical building has a characteristically French mansard roof, a rusticated basement, a prominent central pavillion, and quoins. Completed in 1868 by M.M. Ballou, the St. James Hotel, as the Franklin Square House was originally named, was prestigious enough to attract the patronage of President U.S. Grant. It later became the home of the famed New England Conservatory of Music. Visually prominent among the smaller residential buildings, it defines one entire side of Franklin Square.

Unlike most South End houses which were built on speculation the Allen House was built in 1859 for Aaron Allen, a prominent furniture dealer. The conversion of the house from a single family dwelling to a clubhouse, upon Allen's move to the Back Bay, symbolizes the social changes of that time. Unusual in the homogenous architectural fabric of the South End, the mansion commands an important position at the entrance to Worcester Square. Designed to appear as a free-standing mansion, it is a symmetrical Italianate palazzo. The brownstone street facades are highly ornamented in motifs more usual to the furniture of the period. An 1894 brick addition occupies the original garden, and covers the original rear wall which faced the square.

The Tremont Street Methodist Church, at 740 Tremont Street, was designed in Gothic Revival Style in Roxbury puddingstone by Hammat Billings and dedicated in 1862. Also on Tremont and West Brookline Streets stand the remains of the Romanesque Revival styled Shawmut Congregational Church.

The Italianate styled People's Baptist Church was constructed of red brick in 1868. It is distinguished by having a Paul Revere Bell in its tower.

The Parker Memorial Church, now recycled into housing and retail stores, stands at the corner of Berkeley and Appleton Streets. Dedicated in 1873, the church was built of red brick and designed in the Victorian Gothic Style.

The Gothic Revival styled Concord Baptist Church, dedicated in 1869, was constructed of red brick and granite. In 1975, a fire at this church on 190 Warren Avenue resulted in the focusing of much energy, and dedication, on the part of the congregation and community for the reconstruction of the historic building.

These are but a sampling of the extensive ecclesiastical architecture in the South End. Other important buildings include the several remaining 19th c. school buildings, (Rice-Bancroft, Bates), the now recycled Cyclorama Building, substantial apartment buildings, hotels, and composed blocks in various styles, as well as commercial, municipal and mill structures such as the

Chickering Piano Factory, the Bristol Street Fire Station, and the Smith Block.

The predominant architectural styles found in the South End are briefly summarized below:

Greek Revival Style

The South End's oldest surviving houses were built in the Greek Revival Style, which introduced classical Greek architectural motifs into the Boston rowhouse tradition. This style is characterized by simple lines, severity in ornamentation and use of columns or pilasters and pediments to frame the doorways. The Greek fret and/or anthemion are often employed as decorative devices in wood, stone or iron work. Most of the South End buildings in this style have flat fronts; many have pitched (gable) roofs. Concentrated along Shawmut Avenue there are significant rows on Bradford, Dwight and Milford Streets.

Renaissance Revival Style

The Renaissance Revival Style, introduced to Boston with the construction of the Boston Athenaeum in 1849, is also referred to as the "Palazzo Mode". The style is based on urban Italian Renaissance architecture, and is characterized by symmetry, cubical massing, and the use of large scale ornaments such as modillion cornices, pedimented windows, quoins and rusticated basements.

The style appears in the South End in a wide range of characteristically brownstone buildings from large public buildings to fairly simple rowhouses where it is most easily distinguished by triangular or curved pediments stop window openings.

Second Empire Style

The second Empire style, named during the reign of Napoleon III (1852 - 1870) the French Emperor who encouraged its use, was introduced to Boston with Old City Hall in 1862. Marked by a quality of cosmopolitan urbanity, the style was used primarily for public buildings. It is characterized by a symmetrical arrangement of wings and pavilions projecting from the main facade; by a 'layer cake' effect achieved by treating each story as a horizontal band of repeating windows framed by pilasters, with each floor separated by heavy string courses, and especially by the mansard roof -- the feature most frequently adopted by South End rowhouse builders.

Mansard Italianate Style

This is by far the most common house style in the South End. It is a mixture, unique to this area, of details from the Second Empire and Italianate styles, applied to the bowfront, which is a carry-over from the Federal period.

The bow or swell front was introduced in Boston at the end of the 18th century, when it was used to contain the elliptically shaped parlors of Federal era mansions on Beacon Hill and elsewhere. It soon was applied as a front parlor bay on Beacon Hill rowhouses, where it had the advantage of increasing the narrow facade area to let in more light. By the time of the South End's development at mid-century, the bowfront had become the acceptable form for the urban rowhouse. It went out of fashion in the late 1860's being



replaced by the canted or semi-octagonal bay which predominates along some blocks of Columbus Avenue, and in the Back Bay.

However, the architectural detailing on the South End bowfront came from more current styles, primarily the Italianate or Italian Villa Style. Based on Italian country architecture, this style emphasized asymmetry and fanciful, inventive detail to create a picturesque effect. One of the primary identifying features of the style is its fondness for brackets -- heavy console brackets to support door hoods, modillion brackets supporting cornices, and brackets porticos, window sills, and balconies.

Add to this a mansard roof -- a high pitched, curved roof enclosing usable floor space, which comes from the Second Empire style -- and the result is the classic South End bowfront.

High Victorian Gothic

The High Victorian Gothic style, also called Ruskinian Gothic after the English designer and author John Ruskin, became popular in Boston after the construction of Harvard's Memorial Hall, beginning in 1870. Of the many late 19th century architectural styles, this is among the most 'Victorian', with its variety, complexity of design, and picturesque effect. It is identified by its use of materials of contrasting color, texture, and pattern in designs freely adapted from European Gothic precedents. Thus ceramic tile, terra cotta, brick, slate and various colors of stone are used -- often all on the same building -- to form pointed-arch windows, colonettes, spires and spirelets, trefoils and quatrefoils, and other Gothic motifs.

The style, though not prevalent in the South End, is found on a handful of churches and apartment buildings and was adapted in diluted form for use on some of the area's later rowhouses.

Examples of High Victorian Gothic structures are the 1872 Union Methodist Church on Columbus Avenue, constructed of Roxbury puddingstone, the Albemarle Apartments, also on Columbus Avenue and Shawmut Avenue apartment block.

Other Styles

Other Styles appear to a more limited degree among South End buildings, particularly those built in the 1870's along the edges of the district, and individual buildings throughout the area built after its prime era of development. Among those appearing in the last-to-be-developed fringe areas are the Queen Anne and Richardson Romanesque styles. There are also isolated examples of Georgian Revival and Commercial style buildings, built in the early 20th century, mostly along major streets, as commercial, institutional or apartment structures; these structures taken together continue the same set backs, consistent cornice and rooflines, and sense of facade rhythms as their rowhouse counterparts and are an important contribution to their streetscapes.

It is important to note that the physical character of the South End -- its street plan and architecture, helped strengthen the neighborhood's social character and provided its residents with a rare, if not unique, experience in American life.

The vast majority of the people who ever lived in the South End started off at the bottom of the social and economic ladder. The neighborhood's small scale



side streets made ideal clusters for ethnic enclaves, where immigrants were able to solidify their own identities and ease the shock of social transition. Housing in the South End was adaptable to many living patterns and, constructed of durable brick and stone, withstood neglect and change much better than frame would have.

Scatterings of small parks enhanced the neighborhood feeling and the long avenues became thoroughfares, absorbing major commercial growth and providing commercial "centers" for neighborhoods. Groups came together here and learned the commonality of their problems, which re-affirmed their own self worth. As the similarity of their struggles emerged, so did their cooperation in striving to improve their lives and that of their children. The pattern of stoops and little front yards on many streets further encouraged neighborly communication and the groups learned to share, to respect the rights and dignity of others and to withhold judgement where they could not understand. Most important, they learned to see the common humanity that they shared with all their neighbors in spite of the difference in often seemingly strange culture and customs. It was an experience worth preserving.

III C. Social Development

History of Social Significance

The designation of the South End as an historic preservation districts includes more than recognition of its architectural significance as the largest essentially intact Victorian row house neighborhood in the nation. It must of necessity, include recognition of its social significance as one of the most racially, ethnically, and economically integrated communities of its size in the nation. It has been racially integrated for more than one hundred years, and for most of this century there have been more than forty different ethnic groups represented among its people. These two facts, of themselves, are important, but what is unique is that there has never been a major conflict or confrontation between any of the different groups that have lived here.

The South End originally was conceived for middle and upper-middle class home owners, and the cellular pattern of parks, squares, and small side streets provided an elegant and intimate residential world for those first, well-to-do-buyers. It was a series of neighborhoods with no center, no major business or commercial district that could serve as a focal point for the entire community, no one area that dominated all the others. Working-class people lived in the South End from the very beginning. White-collar workers could be found throughout the district, usually as boarders in the private homes of the more affluent residents. In the less desirable tracts, such as that north of Dover and east of Washington Streets or between Columbus Avenue and the railroad tracks, blue-collar, working-class people were among the first dwellers in the more cheaply built houses.

The first boarders were "respectable" young men and women who worked in the downtown business district. In appearance, they were hardly distinguishable from their more prosperous neighbors whose ranks they one day expected to join. The first working-class neighborhoods housed men and women who worked in those industries which eventually lined Harrison Avenue and Albany Street. These areas were on the fringe of the South End and hardly intruded on the more "genteel" communities. Between 1850 and 1870, it can be said the South End lived up to its promise. But even as its reputation as a "good place to live" was being established, the exodus of the affluent had begun.



The transition from private residence to boarding house, from 19th century middle-class to immigrant and working-class took about a generation. By 1885, the South End had become a district of boarding houses occupied, for the most part, by the young, white-collar workers who filled the houses that their employers had vacated. They were a mobile group and gradually moved out to other parts of the city, as the first waves of immigrants moved in. The South End soon developed into a district of small, ethnic enclaves that overlapped and intermingled with one another, and with no group ever large enough to dominate more than a few blocks. Many of these new arrivals bought or rented the houses that now were cheap and showing the first signs of neglect. Often the new owner/proprietor would occupy one room, or one floor if he had a family, and rent out rooms in the rest of the house. Some rented out beds. This pattern was followed by each succeeding group of immigrants to the South End. By the turn of the century, the South End had become an immigrant and rooming-house neighborhood. The staid and sober elegance of its origins had given way to the rich and vibrant mix of cultures that was to be its future. It became "port of entry" to Boston for the thousands of new-comers who crowded into its enduring houses, doubling and tripling the number of people they were intended to hold. For most, it was a way-station, a generation stop for immigrants on their way to middle-class America. For others, and there were always some, the ties of the ethnic community proved too strong to break and a truncated remnant stayed behind until the second generation came of age and left.

In the last decades of the 19th century, many German immigrants moved into the South End. They soon were followed by large numbers of Irish, French Canadians, Russian Jews and smaller groups of other nationalities. In the first decades of the 20th century, they were succeeded by new waves of future Americans. The larger communities were formed by Syrians, Lebanese, Greeks, Armenians, Italians, and Lithuanians. A small Chinese community developed from the over-flow out of Chinatown, which abutted the South End. At this time, Blacks also began moving into the South End in growing numbers, joining the small, but well-established community that had been here for more than a generation. Attracted by the proximity of the newly-constructed Back Bay Railway Station, they left their homes on the west side of Beacon Hill where their community had lived since the 18th century. They were to form a large and influential population in the South End. These were the more prominent groups in the first half of this century. The restrictions in the new laws of the 1920's choked off the flow of immigrants to the United States, and the Depression delayed the upward mobility of the newest Americans in the South End and elsewhere.

Between the demise of the South End as a middle/upper-middle class neighborhood in the 1870's and the post-war world of the 1950's, the South End was a vibrant, economically poor but culturally rich, dynamic community. Because it is an urban area and because its people worked hard to fulfill the promise of America, it was always in transition. In every instance, the latest arrivals of any ethnic group moved into their community years after the first-comers had left for middle America and the communities outside of the center city. They established their churches or synagogues as their first concerted effort, usually buying and converting a suitable edifice left vacant by a group of their predecessors. If the congregation was very small, the members would convert the main floor of a residential building to serve their need. There were always members of every group who opened grocery stores,



stocking them with the foods, spices, breads, and cooking implements peculiar to their own culture. Other opened eating places that served their native dishes. Coffee houses for the men, social clubs for families, language schools and marching bands for children were organized within each community.

Other, non-ethnic enterprises, such as drug, hardware, candy, and clothing stores were established either by people living outside of the South End or by residents who had been in the United States long enough to have acquired the necessary amount of English and expertise. As is inevitable in a working-class neighborhood, there were the pawnshop and barroom as well as the neighborhood tavern. There were, also, many non-ethnic lunchrooms and small restaurants that catered mainly to the rooming house population. Many of the newcomers had skills that every one could use, and their clientele was the result of proximity rather than ethnicity. They were the tailor and the baker, the knife-sharpener, the shoemaker, the seamstress, the carpenter, and the butcher - to name a few.

Since the South End had been designed for the well-off, the planners could not have dreamed that there would one day be a need for so many shops and stores within walking distance of the homes. The common solution was to convert the front room on the street floor for the smaller shops and eating places, with living quarters in the rear. The whole floor space was used for larger stores. The first eight feet of front brick wall was removed, a plate glass window was installed with proper lettering, a sign, and you were in business. By 1940, there was a grocery store or shop of some kind on almost every corner in the South End. Washington Street was a potpourri of stores and shops from Castle Street to Dudley Street. Columbus Avenue and Tremont Street managed to retain a few blocks with only one or two converted store-fronts. For much of Shawmut Avenue, only the corner buildings were altered. Very few of the buildings on the small, residential side streets were touched.

The pace of change in the population of the South End slowed in the 1930's because of economic conditions and in the early 1940's because of the war. By the middle of the 40's, the population was close to 60,000, and the South End was the most densely inhabited district in the City of Boston. Soon after the end of World War II, families began to move out of the South End, following the example of their predecessors and emulating city dwellers across the nation. But for the first time in the history of the South End, the movement was in one direction only. There were no groups of immigrants waiting to occupy the houses that often were left vacant and too often remained so. On one block where, in 1940, there were about 80 young people under 20 and half of those under 14, by 1951 there were less than two dozen under 20 and none under 14.

When the South End lost its first population of middle-class homes owners, it lost its reputation in Boston as a desirable place to live. Few of the subsequent home owners considered the South End to be their permanent residence and were, therefore, unwilling to invest their money in anything more than minor repairs. Many could not afford to pay for major repairs. Some, not familiar with this style of house, were unaware of what was needed and were too proud to ask and reveal their poverty. Many, if not most of the buildings, had absentee owners who disdained the South End and saw no need to maintain their property. By the middle of the century, signs of decay and disrepair could be found almost everywhere. As abandoned buildings decayed, they were razed by the City, and unsightly gaps could be found on many blocks of once-solid rowhouses. The long boulevards that had been built to connect



downtown Boston with the towns to the south became major arteries for commuters and a major problem and constant hazard for South Enders. These thoroughfares were the only part of the South End that most outsiders ever saw and, because they contained a less-than-attractive melange of stores, shops, taverns, businesses, lunch-counters, they reinforced the disreputable opinion of the South End that much of Boston held. The South End had almost reached its nadir.

The Black community that had moved to the South End from the West End joined those already there to form the most stable neighborhood in the South End. They were middle/working class families but, because of racial attitudes outside the South End, less mobile than their neighbors. By the 1950's, third generation families in the community were not unusual, although many of the young people who went on to college did not return or settle in the South End after they had graduated. If they were at a disadvantage in Boston because they were Black, they had an advantage in the South End because they were

native-born Americans. They grew up knowing what their immigrant neighbors had a hard, somewhat painful time learning: in particular how to survive in the larger society where the rules that were supposed to apply to everyone did not apply to you. In the South End, all the communities combined to form a kaleidoscope of intermingling and overlapping cultures. It was not Black and White, but Greek, Syrian, Irish, Black, Armenian, Lebanese, Chinese, Jewish, Lithuanian, and so on.

The decade following World War II saw many changes, not all of them recorded here. The full employment and higher wages of wartime was a marked improvement from the Depression years, and people were able to save money - often for the first time. Coupled with the increased knowledge and sophistication of their fathers and brothers who returned from service in the Armed Forces, the pent-up ambition to "move out and buy our own home" was realized by many hundreds of families over a much shorter span of time than their predecessors had known. The building boom in the expanding suburbs made it easier for everyone to find, found, or join new communities.

This time, however, there were no immediate buyers or renters for the emptying houses, as there had been in the past. The buildings were 75 to 100 years old now, and few had been well taken care of. Those that were sold, went for very little; some remained vacant; others became total rooming houses; most deteriorated. Many of the people who had occupied the rooming houses, working-class men and women, now more prosperous, moved out for better quarters. With the disruption of their communities and, more important, the loss of their landlord/lady, there was little reason to stay. The void that was left by these departing families and tenants was filled by two different groups that, nevertheless, had much in common.

If the South End had been a neighborhood for those on the way up the social and economic ladder, it had always found room for those on the way down. These were the men and women who had fallen through the cracks in the floorboards of our society. They left or were expelled by their families and communities and found their way to the South End. They came for two reasons: cheap housing and the closeness to downtown. There they could find day-work as busboys, floorswabbers, dishwashers, on any one of the dozens of tasks that a busy downtown requires to keep functioning and receives from the people nobody sees. There had always been a few among the rooming house population,

but in the 1950's and 1960's, their numbers increased rapidly. At the same time, the elderly population increased almost dramatically, and for similar reasons. Cheap housing and the growing number of social agencies that came in to the South End to serve the poor, especially in the 1960's. Some had grown old in the South End and stayed on after they were too old to work, because it was familiar and they could afford to live here. Most of the elderly moved in when their Social Security checks became their only source of income, and they needed to cut their expenses. Unfortunately, this shift in tenants resulted in a further decline in the standards of many rooming houses and the continued deterioration of the buildings. For the most part, but not always, it was the absentee owner who took whatever advantage there was in this turn of events.

This influx of transients and elderly slowed the decline in population, but the departure of the families and of the working tenants meant a decline in the buying power of the community. Stores and businesses along the main streets closed their doors and boarded up their windows one by one. Whole blocks of once bustling shopping areas seemed to vanish overnight. Most of the

ethnic stores and businesses departed with their communities. Some opened shops in their new neighborhood areas. Others, grown old behind a counter, worked in their new, suburban gardens, instead. Only a few hardy survivors remained behind to share, eventually, in the new prosperity of the 70's. Schools were closed for lack of students, and all but three of the buildings have disappeared. One by one, the ethnic churches followed their congregations and built new churches out in the suburbs. Even the buildings that housed them are gone, with two exceptions. Holy Trinity, on Shawmut Avenue, which was built by the German community in 1872, has continued to serve successive generations of South End Roman Catholics. St. John's, on Union Park Street, still serves its Greek Orthodox congregation that has long since moved out of the South End, but its members faithfully return each Sunday. It was built as a Congregationalist church, converted to a Jewish synagogue, and has been a Greek Orthodox church for at least fifty years. The Holy Cross Cathedral, of course, has not been considered an Irish church for many, many years. Almost every one of the industries along Albany Street and on Harrison Avenue, that had provided thousands of jobs for South End residents, folded up and moved out. Only a few have been replaced, and much of the space has been taken up by the expanding hospital complexes.

The most unwelcome changes came with the proliferation of barrooms, saloons, liquor stores, "greasy spoons", seedy cafes pawnshops, second-hand stores, "white hunters", and all the parasitic elements that so faithfully follow their clientele-victims. What had been a trickle in the early 40's became a flood in the 50's. Although there remained a sizeable, stable, and active working-class population, there were few among them who had any hope that conditions would improve. By 1960, the population was 35,000 and falling. Too many parts of the South End now merited the reputation that unfairly had tarnished the whole community for decades.

In the post-war world, city planners used the scientific approach to urban blight. Like the farmer who burns an infested crop, or the surgeon who cuts out a cancerous growth, cities eradicated decaying neighborhoods. The South End lost two neighborhoods in the early 1950's, both abutting the north side of Dover Street. The New York Streets, between Washington and Albany Streets, were demolished to make way for light industry. The Compton/Village Streets neighborhood was replaced with the Castle Square Housing Project. In contrast

to much of the rest of the South End, many of the buildings in these areas were, or had been converted into, apartment houses. Most of the families, and all of the single people rented their homes. It is probably true that many, if not most of the people who had lived here, would have moved out sooner or later. What made it difficult were the deadlines, the complete dissolution of a community, the lack of choice, and, for those who wanted to stay in the South End, the scarcity of comparable options; many tears were shed. Dover Street lost all of its buildings between Tremont Street and Shawmut Avenue - as well as its name. It is now called East Berkeley Street.

In the late 1950's, the first rumors of urban renewal were heard, and the first harbingers of the move back to the city appeared. Since "urban renewal" still meant "urban removal" to most people, fear and uncertainty moved through the communities. Since no one could remember when anyone who was middle class and not a social worker or clergyman had moved into the South End, more than one resident stopped to look at his/her neighborhood with new eyes. The result was the South End Urban Renewal Plan, a new lease on life for an old district, and an undecided future.

The 1960's were at least as turbulent in the South End as they were in much of the United States. The number of people leaving, either by choice or by decree, continued to be greater than the number moving in. By 1970, there were less than 23,000 people in the South End.

This last dramatic decline in population was due to three major factors: 1) the fear of changes that urban renewal would bring caused many people to leave; 2) the early demolition of the Urban Renewal Project, that was carried out much more rapidly than had been envisioned and much more extensively than had been planned, forced many people out of the South End; 3) the rise in real estate values led many owners to sell their houses, and the ensuing conversion from rooming house to apartment house meant many fewer tenants in each building.

The social upheaval of the period was further exacerbated by the influx of those who saw the South End as a vast laboratory for social experimenting and by many others who saw the millions of dollars being spent in a relatively small area as a tool to achieve power and/or status. As urban renewal proceeded, forces developing in American society intruded into the South End and prompted changes unforeseen by the residents or the planners. What has been emerging since the completion of the renewal project has been a surprise to almost everyone.

As real estate values continued to escalate in the South End, it became obvious that many of the residents would not be able to afford to live in their newly desirable and much more expensive homes. The result was the inclusion of large blocks of subsidized housing in the area. However, by the time the buildings were completed, the residents for whom they originally had been intended had vanished from view.

It should be noted that the late 1960's and the early 1970's also saw the first new immigrant groups to come into the South End since the Cape Verdians arrived in the late 1930's. The largest of the new communities is the Puerto Rican, and Spanish has become a familiar sound on our streets. Many other smaller groups of Hispanics have come from the Caribbean and Central America. There are Haitians, and French can be heard once again. Chinatown, too



crowded to hold any more, spilled over into the South End, and there are several thousand Chinese in the community where once they numbered in the many dozens. In addition, there are several thousand middle class residents who defy ethnic classification, yet form a definite community with its own culture. Each group contributes a different strand of its culture to the richly-colored fabric that is shared by all who live here.

By the mid-1970's, it was obvious that the South End had entered a new era much different from the one that has been described here. Today it retains much of its old form, but it has adopted a new style, and its substance is still undecided. However there is a new prosperity and a new reputation.

Through all its history, the South End formed a vital and positive part of the larger city. In its earliest years, its residents ran the businesses and industries and helped to make the decisions in the larger city. In the generations that followed, its people worked in the factories, ran its elevators, drove its cabs and trolleys, and performed many hundreds of the tasks that keep a city moving. They sent their children to school and learned along with them. Families that could, sent at least one child to college

to become whatever their desires, abilities, and hard work could achieve. However, it was not all success and upward mobility for those who grew up in the South End. Every society has its "drop-outs", and the South End was no exception. Indeed, the negative forces that living in the South End engendered would have taken an inordinately higher toll than it did were it not for the support and sustenance provided by every community to all its individuals.

There were many institutions in the South End, and they differed in the impact they had on the individual. Churches played the most significant role, for they were the centers of the families' social life as well as the individual's spiritual life. Because the South End was viewed as a poor and "slum" neighborhood by Boston's middle and upper classes, there were many social agencies and institutions whose numbers increased with the perceived need. The most important of these, by far, were the settlement houses. The first one in the City of Boston and the fifth in the nation was the South End House, founded by Robert Woods and his associates in 1904. This was followed by the Harriet Tubman House, the Ellis Memorial House, the Lincoln House, and the South End Bay Union. They were all scenes of bustling activity, and residents of all ages participated in the classes and clubs that their workers organized. They were, perhaps, the only non-ethnic institutions that succeeded in attracting members from all of the different communities, including adults as well as children. Excepting the schools, the settlement houses were the first American institutions with which the immigrants became familiar. For all the South End residents, they laid the first steps that led to integration within the larger society.

Of all the communities that have lived in the South End, it is the Black community that has proven to be the most durable and has provided the greatest continuity for the whole district. Up to the 1950's, all the immigrant communities followed a similar pattern: a stream that swelled and then dwindled and finally ceased. From beginning to end, they usually lasted about two generations, with the late-comers moving in years after the first families had left. The few dozens, or even few hundreds, who remained behind slowly dispersed or died off. This has not happened to the Black community, and it is not due only to their comparative lack of mobility. They put their roots



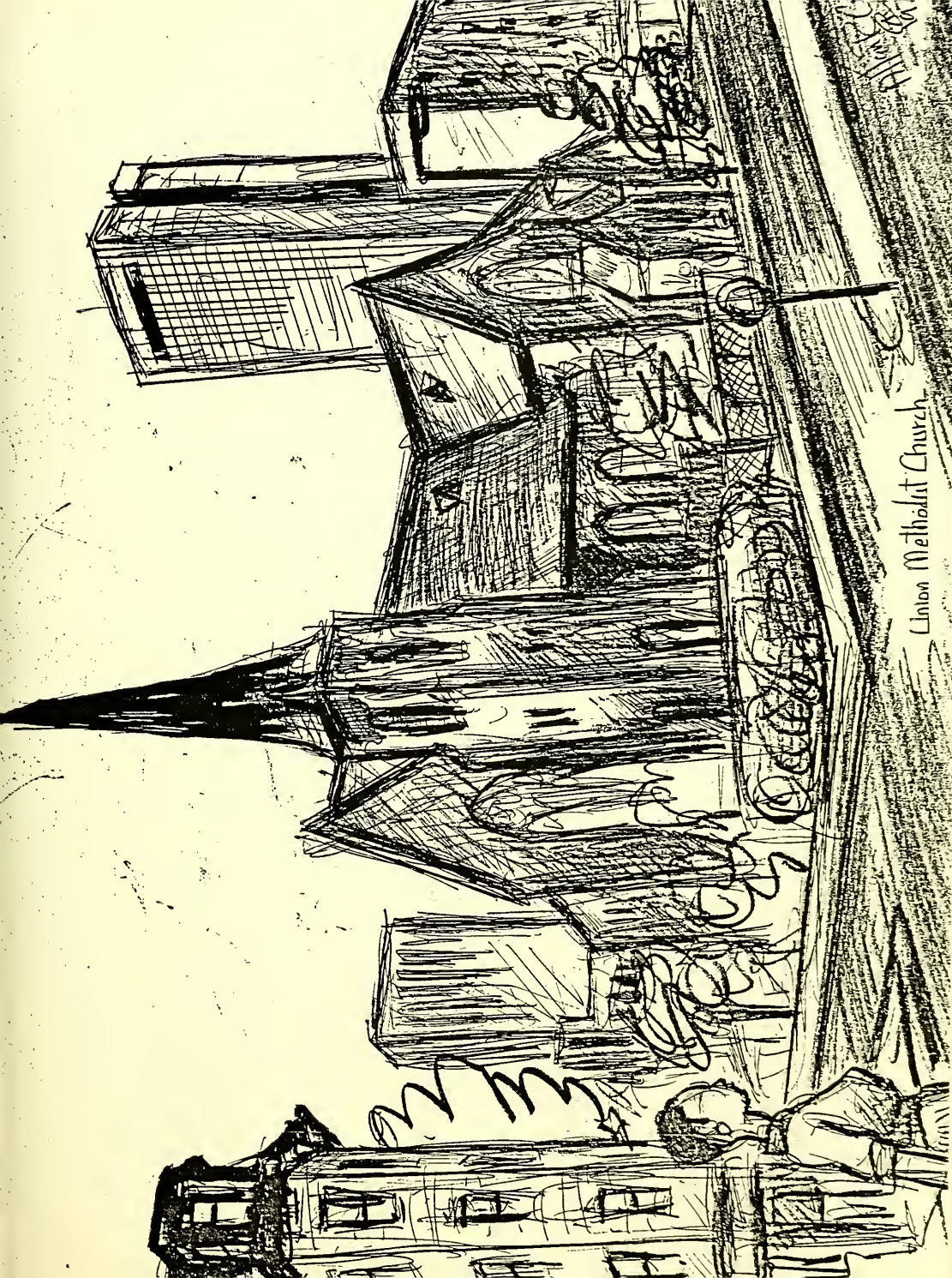


Typical flat-fronted South End Row.

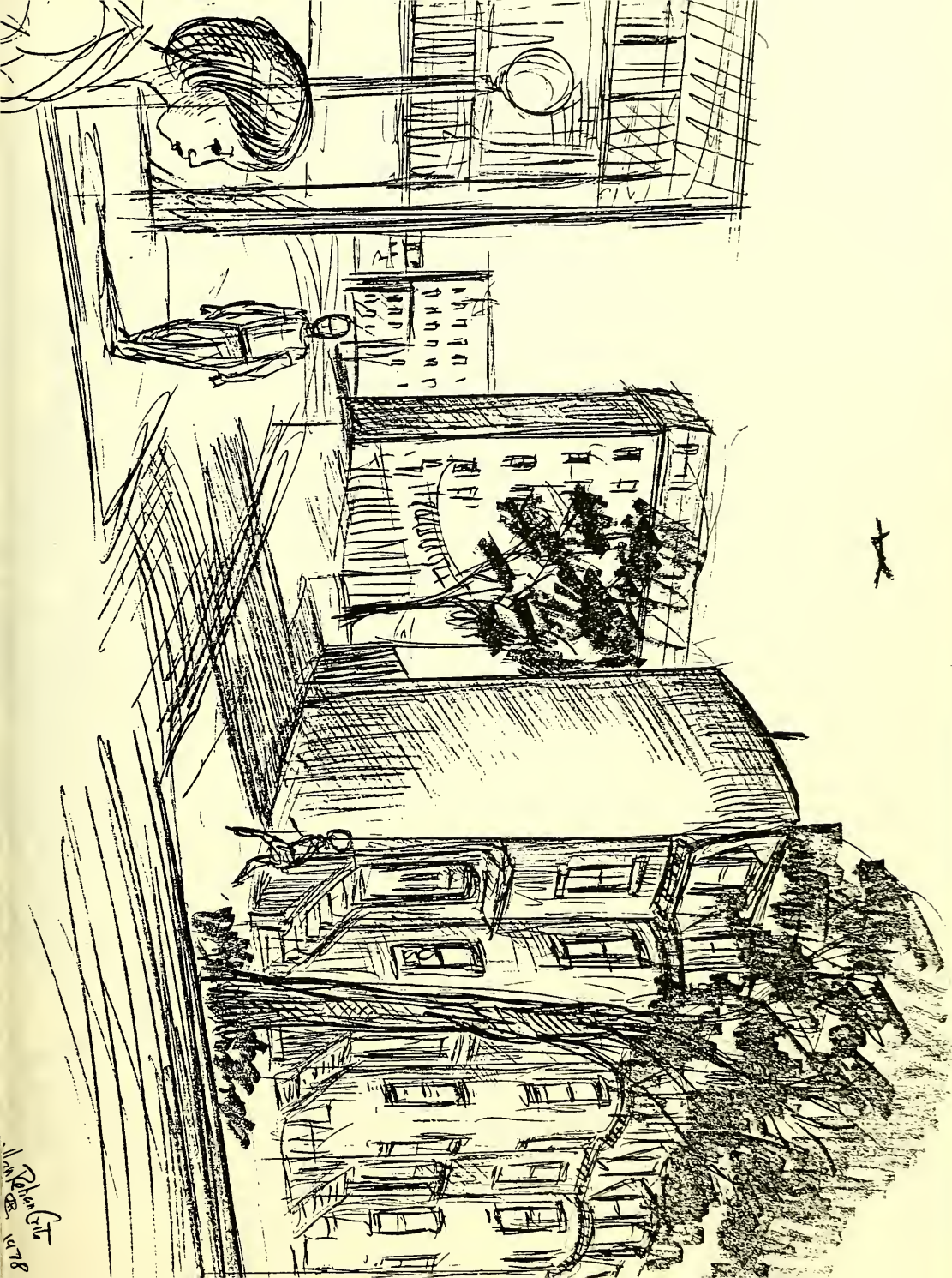


View of Columbus Avenue looking
from Massachusetts Avenue



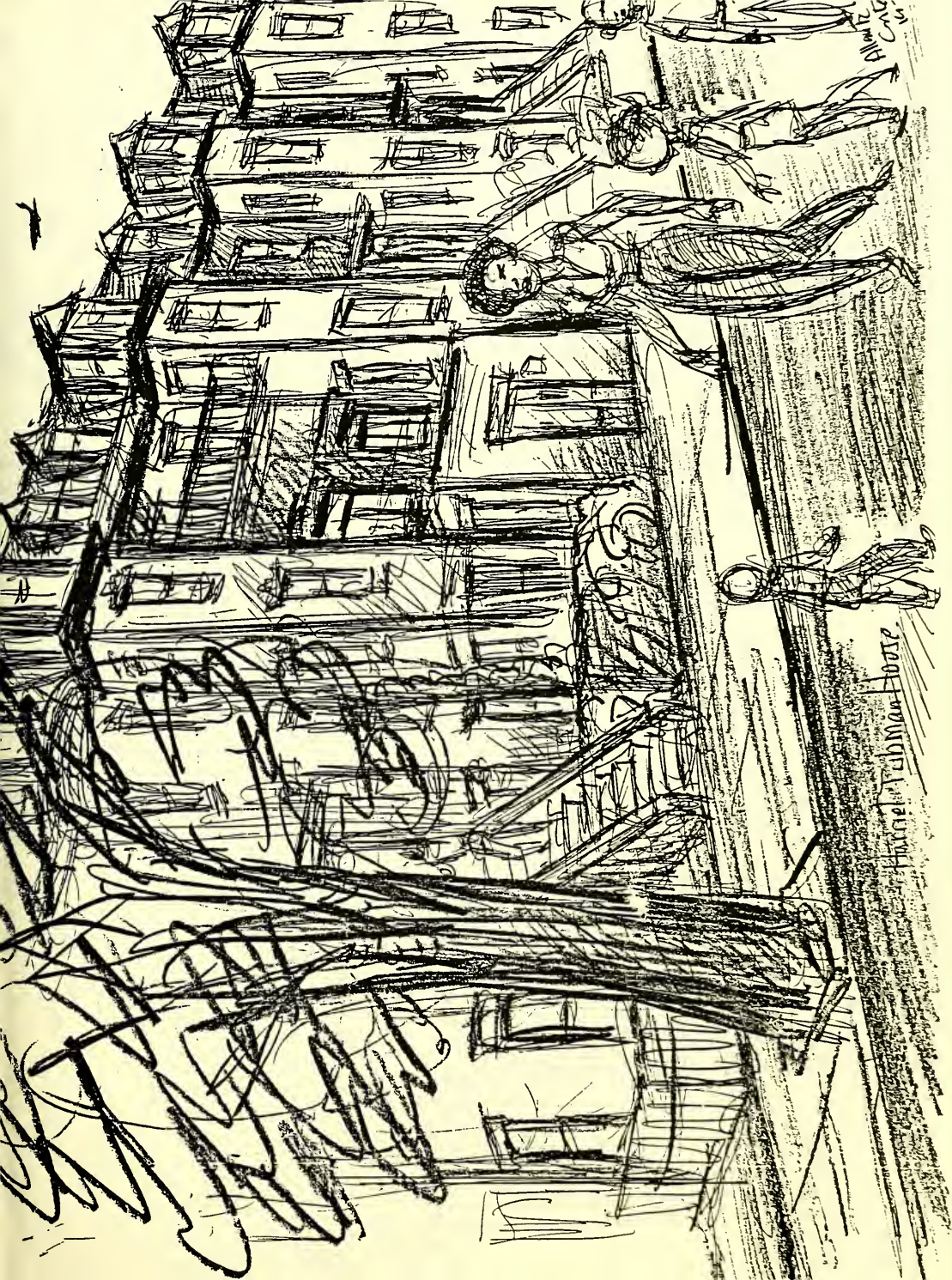


Union Methodist Church



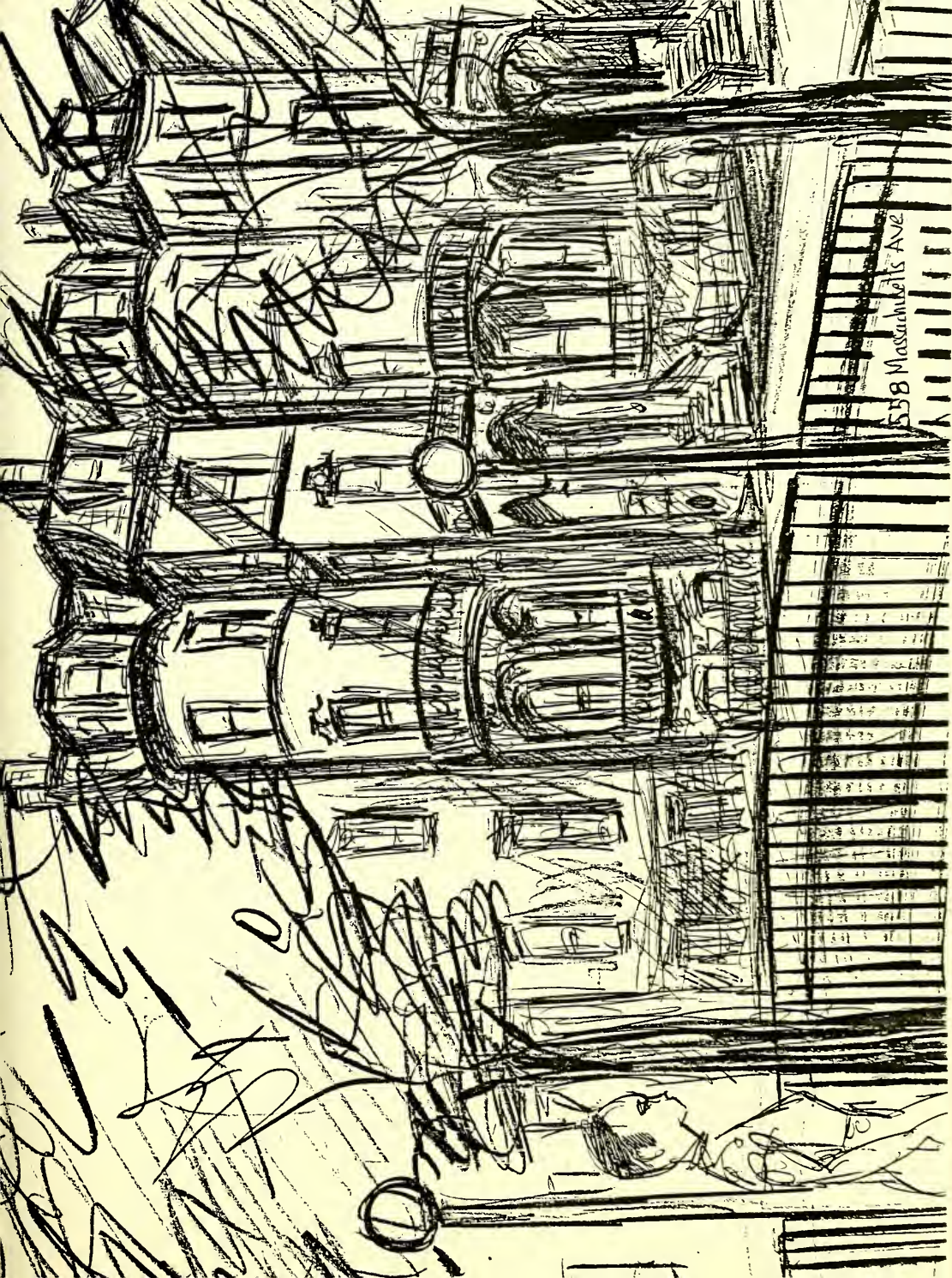
Reynolds
1978

BOSTON PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
100 NASSAU ST. N.Y.



Harriet Tubman House

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558 Massachusetts Ave

down in the South End. They not only established their churches and institutions, but they have maintained them through the generations. As many of their young people moved on when they reached adulthood, their numbers were replenished and increased by other Blacks who have moved into Boston from other parts of the country. Over the years, the Black community gradually spread into Roxbury, but the role of the South End community remains significant. The churches that were founded in the early years of this century still attract those members of their congregations whose families moved out many years ago. The organizations they founded have been maintained and strengthened by a constant renewal of members. For example, the National Business Organization, founded by Booker T. Washington in 1913, and the League of Women for Community Service, better known as "558" (Massachusetts Avenue), founded in 1920 by a group of women as an outgrowth of the Soldiers' Comfort Unit (1916), continue to be vital institutions with the community.

III. D. Relationship to Criteria for Landmarks Designation

The proposed South End district meets the criteria for designation as Landmark District, as established in Section 4 of Chapter 772 of Acts of 1975, as amended.

as it is largely included in the National Register of Historic places as provided in the National Historic Preservation Act of 1966;

- as its structures, sites and objects, man made or natural, represent an important aspect of the cultural history of the city, serving once as a first home for many Lebanese, Greek, Russian Jewish, German, Irish, Canadian and later immigrants and now continues as a multi-ethnic, multi-racial district where various communities continue to co-exist harmoniously;
- as the largest intact Victorian rowhouse district in the United States, the South End is architecturally and historically significant to the city, the commonwealth, the New England region, and the nation.

The proposed Harrison/Albany Street area meets the criteria for designation as a Protection Area, as established in Section 4 of Chapter 772 of the Acts of 1975, as amended

- as it is contiguous to and constitutes an essential part of the physical environment the proposed South End Landmark District.
- as its dimensions do not extend more than twelve hundred feet from a boundary of the proposed Landmark District.
- as it is visually related to the proposed Landmark District but as a whole and notwithstanding certain individually significant structures it not of sufficient architectural significance to warrant designation as a landmark district.

IV ECONOMIC STATUS

The South End, since its original development, has been a key element in the economic life of residential Boston. The early assessed values were high for this large, city-sponsored landfill and development program that began in the 1840's. These assessments reflected the city's high aspirations for the area as a prosperous middle class neighborhood through the actual cost of the considerable improvements, i.e., landfill, streets, utilities and landscaping. The large influx of immigrants into Boston altered economic potential and type of development of the South End. Building in other areas led to the long slow decline in property values which began in the 1870's. While there were periods of revival and reinvestment, the general decline continued and reached a low point in the 1930's. This level was generally stabilized and maintained during the 1940's and 1950's.

The major change in property values occurred with a dramatic rise in the mid-1960's. It continued through the 1970's and paused in the early 1980's. During this period, values often increased 40 times their value at the lowest level. The rapid turn around resulted from many factors, including the massive urban renewal program which once again improved the basic infrastructure, the low interest homeowners' loan program, and the changing social attitudes toward urban living and energy conservation. Condominium development, which intensified in the mid-1970's, led to additional increased values. (See attached chart for relative growth.)

Assessments have generally failed to keep pace with property values, but they have followed the overall pattern. The current assessments are very uneven, typical of an area with such sudden and uneven growth in property values. The program of reassessment presently in progress will lead to a major change in the overall assessment base and result in large increases for some properties. The following three streets will demonstrate this pattern by comparing the 1968 and the 1980 assessments. These are the Assessments as given the years 1968 and 1980 and have not been adjusted to constant dollars.

1. Lawrence Street (whole street)
Number of buildings - 49

1980

Highest Assessment	\$ 12,000*
Lowest Assessment	3,500
Total Assessment	345,800 (Total Tax bill \$87,453)
Average Assessment	7,057
Average Tax Bill for each bldg.	1,785 **
No. of bldgs assessed \$10,000 or more	20***
% of bldgs assessed \$10,000 or more	41%

*Not including 5 bldgs assessed as condos for \$14,400 to \$17,300 each
(Average assessment \$3,396)

**5 bldgs converted to condos average \$4,122 - per bldg)

***Includes 5 bldgs with total of 24 condos.

1968

Highest Assessment	\$ 10,000
Lowest Assessment	2,700
Total Assessment	210,000 (Total Tax Bill \$27,222)
Average Assessment	4,308
Average Tax Bill	556
No. of bldgs assessed \$10,000 or more	1
% of bldgs assessed \$10,000 or more	2%

2. West Canton Street (from Tremont to Carleton)
Number of buildings - 87

1980 - Tax Rate - \$252.90

Highest Assessment	\$ 24,300
Lowest Assessment	4,000
Total Assessment	785,900 (Total Tax Bill \$198,754)
Average Assessment	9,033
Average Tax Bill	2,284
No. of bldgs assessed \$10,000 or more	21
% of bldgs assessed \$10,000 or more	24%

1968 - Tax Rate - \$129.20

Highest Assessment	\$ 10,000
Lowest Assessment	4,000
Total Assessment	429,200 (Total Tax Bill \$55,453)
Average Assessment	4,933
Average Tax Bill	637
No. of bldgs assessed \$10,000 or more	2
% of bldgs assessed \$10,000 or more	2%

3. Appleton Street (Berkeley to Dartmouth)
Number of buildings - 101

1980 - Tax Rate - \$252.90

Highest Assessment	\$ 22,400
Lowest Assessment	4,000
Total Assessment	831,900 (Total Tax Bill \$210,039)
Average Assessment	8,236
Average Tax Bill	2,083
No. of bldgs assessed \$10,000 or more	23
% of bldgs assessed \$10,000 or more	23%

1968 - Tax Rate - \$129.20

Highest Assessment	\$ 13,000
Lowest Assessment	4,000
Total Assessment	536,700 (Total Tax Bill \$69,342)
Average Assessment	5,314
Average Tax Bill	687
No. of bldgs assessed \$10,000 or more	4



% of bldgs assessed \$10,000 or more 4%

4. Hanson Street (whole street) *

1980 - Tax Rate - \$252.90

Number of buildings - 32

Highest Assessment	\$ 18,000
Lowest Assessment	5,500
Total Assessment	283,900
Average Assessment	8,871.88
Average Tax Bill	2,188.48 (Total Tax Bill \$70,031.64)
Number of bldgs assessed at \$10,000 or more	7
% of buildings assessed at \$10,000 or more	22%

1968 - Tax Rate - \$129.20

Number of buildings - 31

Highest Assessment	\$ 15,000
Lowest Assessment	4,500
Total Assessment	161,300
Average Assessment	5,203.22
Average Tax Bill	672.23 (Total Tax Bill \$20,839.96)

Number of bldgs assessed at \$10,000 or more - 1

% of bldgs assessed at \$10,000 or more .03%

* Only counted improved lots (not just land). Also did not count tax-exempt property because prior research appeared not to have.

5. East Springfield Street (whole street)

1980

Number of buildings - 48

Highest Assessment	\$ 16,600
Lowest Assessment	3,000
Total Assessment	280,000
Average Assessment	5,833.33 (Total Tax Bill \$71,292.51)
Average Tax Bill	1,485.26

Number of bldgs assessed \$10,000 or more - 4

% of bldgs assessed \$10,000 or more - 8%

1968

Number of buildings - 43

Highest Assessment	\$ 10,000
Lowest Assessment	3,800
Total Assessment	222,300
Average Assessment	5,169.77
Average Tax Bill	667.93 (Total Bill Tax \$28,721.16)

Number of bldgs assessed \$10,000 or more - 1

% of bldgs assessed \$10,000 or more .02%

Owner occupied dwellings have increased substantially in number from the mid-1950's. The percentage of owners to population has not increased as dramatically because most buildings that are converted from lodging houses continue to include rental units. Most new construction to date has been federally assisted multi-family rental housing. The recent trend towards condominium conversion may eventually increase the percentage of owner occupants.

The South End has undergone enormous changes since its inception in the 1800's. It went from being a neighborhood of single family homes and high assessments to one of rooming houses and small apartments with declining or stable assessments. Then, the 1960's gave the South End a new beginning, ushering in a major period of economic revitalization and reassessment which is very much in evidence today.

V. PLANNING CONTEXT

5.1 Background

For planning purposes, the Boston Redevelopment Authority divided the City into 19 neighborhood planning districts. The entire South End Urban Renewal Area, now two decades old, comprises one of the districts. The proposed South End Landmark District and the related Albany/Harrison Protection Area coincide with the urban renewal area, except the southerly lower Roxbury section (south of Camden Street or Northampton Street).

The South End is divided into residential, industrial and institutional areas with some overlapping commercial uses. The westerly two thirds of the neighborhood, the predominantly residential area, forms the proposed Landmark District. The easterly third of the industrial area, the proposed protection area, is given over almost entirely to industrial or institutional uses. The neighborhood also retains a number of churches. The major streets are bordered by a number of mixed use commercial and residential buildings. Vacant and underutilized buildings predominate along the blighting Washington Street Elevated (used by the MBTA Orange Line.) Major traffic arteries divide the South End in two directions with heavy rush hour concentrations of radial and crosstown traffic through the neighborhood. Because of this traffic, investment along the major streets has never matched that on the quieter side streets.

After nearly twenty years of urban renewal, the South End has a number of upgraded streets, sewers, parks and schools. Housing was built to replace some of the more blighted areas that were demolished. Large and small vacant parcels and vacant buildings remain to be developed under the terms of the urban renewal plan.

5.2 Current Planning Issues

Investment and interest in the South End is still accelerating. Significant developments along the edges of the neighborhood will attract additional conversions of lodging houses to apartments and condominiums. Conversion of existing buildings into condominiums has become the dominating market force in some areas. This is a dramatic transition from an area that was redlined by most banks and insurance companies no more than fifteen years ago. Property values are now high enough to support privately financed new construction in some areas.

The future of subsidized housing units in the South End is not assured. Funding levels for maintenance and repair as well as some operating costs remain inadequate. The entire neighborhood must face the equity question regarding occupancy of the units after the mortgages are paid off or foreclosed and the subsidies end.

Completion of the Southwest Corridor will increase the convenience of downtown access in those areas nearest to the Back Bay where large property value increases have already occurred. But areas along Washington Street may lose easy access to downtown unless replacement service in that corridor is planned and constructed in a timeframe consistent with the removal of the elevated structure.

Neighborhood control of issues such as licensing of bars and entertainment places, and general nuisances such as litter and antisocial behavior are still a problem in many areas. Although the completion of the Tremont Street and Columbus Avenue rebuilding is assured, there is no parallel assurance that city services will be adequate to maintain this and other newly reconstructed infrastructure in a clean and safe condition and is a matter of concern. Installation and repair of utilities and cables in the South End unless carefully executed could disrupt many recently constructed streets and sidewalks which were heavily funded through the Urban Renewal Program.

The BRA closeout of urban renewal has moved very slowly. Some of their vacant parcels and buildings in otherwise developed areas are an impediment to high quality private development. Other BRA parcels, such as those near Washington Street, cannot reasonably be developed until the elevated structure is removed.

Although lagging somewhat behind housing rehabilitation, commercial development is gradually improving the variety of shopping and services available to residents.

5.3 Future Planning Issues

Replacement service on Washington Street will be a strong factor influencing the quality of BRA owned and private development after the elevated is removed. Service with direct subway service to downtown will provide a strong basis for housing investment between Tremont Street and Harrison Avenue.

The industrial area, particularly the older buildings north of Waltham Street will probably develop as loft type housing for artists and others. This trend is already evident. The commercial area at Washington Street and Massachusetts Avenue will probably be the last to develop, but has the greatest potential for new commercial and office space.

There are inherent planning issues surrounding institutional development and expansion, such as the Boston City Hospital South End Technology Square Association (SETSA) and Tent City.

Funding for additional street and sewer construction will be required just to complete the projects planned for urban renewal funding. Although the South End now has better infrastructure than many other neighborhoods, the City lacks the proper tax structure to fund maintenance and future repairs.

Traffic control, particularly the undesirable crosstown flow between Back Bay and the Southeast Expressway, remains a point of contention. Rebuilding the Southeast Expressway ramps, improving the Massachusetts Turnpike frontage road system, better traffic signals, more "traffic flow restriction" devices and most important, more public transportation are all needed to contain traffic and allow residents reasonable use of their streets. Washington Street will attract excessive traffic growth after the elevated is removed unless planning begins now on improvements to Albany Street, the phasing out of Harrison Avenue as a major traffic artery, and replacement service with an exclusive transit median on Washington Street.

5.4 Current Zoning

The South End is zoned primarily for residential use. H-2 or H-3 allows for single-family, two family or multi-family dwellings. Two areas are zoned H-3U; the IBA housing project is located in the larger of these. There is also a small H-5U area and two very small H-2U areas. The "U" indicates an Urban Renewal parcel in which the Boston Redevelopment Authority may approve minor dimensional deviations independent of the Board of Appeal.

Several areas along Columbus Avenue, Tremont, Shawmut and Washington Street are zoned L-2 for local retail and services stores. Along these same streets are B-2 and B-4 zones for retail businesses and offices. Also included in the proposed protection area are an M-1 and M-2 zone for light manufacturing.

The residential area is predominantly in a restricted roof structure district which makes any changes to roof-tops of residential structures (other than for an open deck or a flat roof) subject to approval by the Zoning Board of Appeals.

5.5 Conclusion

The most significant planning issue facing the South End is that, in the future, Boston Redevelopment Authority urban renewal jurisdiction in the South End will be diminished. While private development will continue at a high rate, this development will be under normal governmental review rather than special urban renewal project review.

In preceding years there has been an urban renewal plan with several governmental agencies having review authority. Henceforth, construction in the South End will be controlled by no more than the municipal zoning, health and building codes.

On its boundary with the Back Bay, the South End faces the mixed blessing of Copley Place, a striking gateway to the South End but a possible threat to the area's mixed income nature. Near Dover Street station, commercial/industrial enterprises are showing interest in developing the vacant land and empty buildings. As the rebuilding of Tremont Street and Columbus Avenue nears an end, the underused buildings facing on them become feasible for development. The customary conflicts about use exist, in this case artists' lofts versus industry.

If the high rate of development continues as anticipated, and if the South End community is to participate in and influence this development and its appearance, a mechanism is needed. One such mechanism for community input is landmark designation.



VI. Alternative Designation Approaches

The South End Study Area has been proposed for Boston Landmarks Commission designation as a Landmark District. This level of designation provides the greatest degree of protection and includes review of proposed physical changes, including exterior alteration or repair, demolition and new construction. The edges of the South End Study Area to the north and east that could not be included within the Landmark District are proposed for Boston Landmarks Commission designation as a Protection area. The level of protection is limited to building height, mass, land coverage, and setback so as to maintain a transitional area adjacent to the Landmark District.

Alternative designation categories, provided in the Boston Landmarks Commission legislation, that could have been proposed were Architectural Conservation District or Protection Area. An Architectural Conservation District would not provide the same level of protection as Landmark District and does not require the national or regional significance that the Landmark District requires. A Protection Area provides for controls limited to height, set back, land coverage and demolition without detailed design controls and is intended to protect areas which surround Landmarks Districts or Architectural Conservation Districts. The area protected must be essential to the character of the Landmark or Architectural Conservation District.

The Commission also has the option of not designating.

Most of the South End Study Area is already listed in the National Register of Historic Places and in the recently created State Register of Historic Places. These listings provide, where Federal or state funds are to be used, limited review and protection from inappropriate change. Various Federal income tax incentives for rehabilitation of depreciable property and grants for facade restoration have been available as a result of the National Register Status of the area. This form of designation does not provide for any design review of changes undertaken by private owners at their own expense and not seeking Federal income tax incentives. The buildings facing the Parks and Squares in the South End must have exterior alterations reviewed by the City of Boston Parks Commission for possible adverse effects on the adjacent parkland. Certain parcels in the South End are also under constraints established in 1965 under the South End Urban Renewal Plan. These constraints will expire in the year 2005 and like the original deed restrictions (regarding height and setback) are expected to have little or no enforcement.

As detailed in previous chapters, the South End Study Area is historically important as a large area of intact 19th century urban architecture and city planning, as well as port-of-entry for many ethnic groups. There is no question that the South End Study Area is of National significance. This fact, combined with the degree of protection sought by its residents, suggests designation as a Landmark District to be the appropriate category of protection. The areas to the North and East within the Study Area that have suffered extensive demolition and rebuilding, or that were never of the character of the rest of the Study Area, are proposed to comprise the Protection Area. The importance of building heights and vistas from within the Landmark Area are essential to the character of the district and justifies the Protection Area as the appropriate designation for the parts of the South End Study Area not included within the Landmark District.



VII.a Recommendations

The South End Study Committee makes the following recommendations:

1. that the major portion of the South End Study Area be designated by the Boston Landmarks Commission as a Landmark District and the remaining portion as a Protection Area under Chapter 772 of the Acts of 1975; as amended.
2. that the boundaries shown identifying the Landmark District and the Protection Area in Section I of this report be adopted without modification;
3. that the attached Standards & Criteria recommended by the Study Committee for the District and the Protection Area be accepted;
4. that the Boston Landmarks Commission establish a South End District Commission in accordance with Chapter 772 of the Acts 1975 as amended, which stipulates that there be five District Commission members: two members and two alternates from the District and three members from the Boston Landmarks Commission. The Study Committee further recommends the following provisions for the selection of members and alternates from the District:
 - i) all members and alternates from the District shall have established residence and lived within the District for at least three years; at least one member and one alternate shall be owner occupants within the District, the other member and alternate may be a renter resident in the District and no member or alternate shall own more than three properties within the District;
 - ii) that, to insure representation of the various areas of the South End one member (and alternate) reside in the portion of the South End Landmark District boundary which lies easterly of the mid-line running along Tremont Street and another member (and alternate) reside in the portion of the South End District boundary which lies westerly of the same mid-line.
 - iii) all members and alternates from the District shall serve staggered three-year terms, as provided below:
 - iv) for the initial appointment of members and alternates from the District, the South End Study Committee shall, by a majority vote, nominate one member and one alternate to serve a term of two years, and shall nominate one member and one alternate to serve a term of three years.
 - v) the same procedures as described in (iv) shall be followed for the replacement of a member or alternate who is unable to complete his/her term or who no longer meets the definition of member or alternate as described in (i) or (ii).
 - vi) nominations for subsequent members and alternates from the District shall be solicited by the Boston Landmarks Commission from resident, civic, neighborhood, block or tenants organizations that have been established within the South End. In the event that such nominations are not forthcoming within sixty (60) days of written solicitation by the Boston Landmarks Commission, the Boston Landmarks Commission shall make the nominations;



- vii) prior to the appointment of members and alternates to the South End District Commission, the Boston Landmarks Commission may assume the powers and responsibilities of the District Commission.

VII.b Boundaries

The proposed boundary for the South End Landmark District and Protection Area was determined after extensive consideration by the Study Committee. Although areas to the south of the Study Area deserved consideration for inclusion with the Landmark District and had resident support, the need to more or less limit the Landmark District to the original Study Area became very important. The large size of the proposed Landmark District and the 3-block separation of the Lower Roxbury area from the main South End Landmark District suggested that a separate study for that area (with a separate sub-commission and guidelines) would be easier to administer, although perhaps more difficult to set up (requiring a separate study.) The area enclosed by the boundary includes the cohesive streetscape, architecturally significant groupings of houses and historic buildings contributing to the importance of the area. For a complete description of the boundaries, see Chapter I and the map.

VII.c. Considerations of Economic Hardship

The Study Committee recommends that, as part of by-laws and Regulations to be adopted by the District Commission, a system be developed to recognize cases of economic hardship and allow either for the waiver of the standards and criteria or the obtaining of appropriate financial or other assistance to relieve such hardship.

VII.d. Recommendations - Certain Urban Renewal Parcels

The majority of development parcels identified as part of the South End Urban Renewal Plan, dated November 18, 1965, will be subject to the Standards and Criteria adopted as part of the South End Landmark District and South End Protection Area, and will be subject to the normal design review procedures of the South End District Commission as established by Chapter 772 of the Acts of 1975, as amended, and by such by-laws and Regulations as the District Commission shall adopt. For the balance of the renewal parcels which are large major freestanding sites and which have not been developed at the time of designation, it is recommended that the Boston Landmarks Commission enter into a cooperative agreement with the Boston Redevelopment Authority setting forth a process for establishing specific design criteria, following wherever possible the applicable district guidelines and a process whereby the South End District Commission will participate in the review of development of those parcels. The parcels to be the subject of the cooperative agreement will be:

Parcel 4
" 11B
" 29a
" 30
" RC9
" 31 and 31B
" 32C
" 54
" R10
" 46B
" R12 A and B
" 33B
" 49C D E
..



In cases, where both the District Commission and the Boston Redevelopment Authority have design review responsibilities, every effort should be made to have the processes simultaneous and to the greatest extent possible, integrated, so that unnecessary delays are avoided.

It should also be recognized as part of the cooperative agreement that all design review responsibility will revert to the South End District Commission once initial development is achieved, or upon a date established in the cooperative agreement, whichever is sooner.



VIII. STANDARDS & CRITERIA

INTRODUCTION

As required by the statute creating the Boston Landmarks Commission (Chapter 772 of the Acts of 1975 of the Commonwealth of Massachusetts), the Standards and Criteria must be adopted for each district designated by the commission. These Standards and Criteria are intended to serve two purposes, first to inform property owners of what kinds of changes are permitted in the district, and second, to guide the members of the District Commission in deciding what proposed changes are permissible. They are not retroactive, but apply only to changes proposed after the formal designation of the district. They also may not have anticipated every possible change which may be proposed.

It should be emphasized that conformance to the Standards and Criteria alone does not necessarily insure approval by the Commission of proposed changes. Also the standards and criteria are not absolute but any request for variance from them must demonstrate reasons for, and advantages gained by, such variance. Economic hardship will also be considered in weighing deviations.

After a public hearing, the review commission may grant a Certificate of Design Approval for proposed work which are consistent with these Standards and Criteria, or a Certificate of Exemption when substantial economic hardship would be imposed on the property owner if proposed changes are not approved. A Certificate of Exemption may also be granted for proposed changes which involve only routine maintenance or repair not materially affecting the building or which are necessary for reasons of public safety. A Certificate is required before work can begin.

It is recognized that changes may be required for a variety of reasons, not all of which are under the complete control of the Commission or the owners. Building code conformance and safety requirements are primary examples of causes of such changes.

Conformance with these other requirements may, in some cases, present conflicts with the Standards and Criteria. Evaluation of an application for a Certificate in such cases will be based upon the degree to which such changes are in harmony with the character of the property and the district in which the property exists.

I EXISTING STRUCTURES

A. General

1. The intent of these standards and criteria is to preserve the physical features, architectural character and appearance of the South End, a cohesive district of 19th century Victorian red brick rowhouses with various institutional and commercial structures. The purpose of the standards and criteria is the preservation of this unique architectural heritage as documented in the preceding sections of the Study Report.

The dominant architectural feature of the South End Landmarks District is the nineteenth century rowhouse block. Houses appear relatively uniform in size, material, and style, the individuality of the unit being subordinated to the harmony of the street. The district is punctuated with occasional buildings of extraordinary architectural form, usually institutional structures such as churches.

2. The standards and criteria are intended to guide the inevitable changes to the exteriors of buildings and physical features within the district to make those changes sensitive to the architectural character of the district and to prevent intrusions. Under these guidelines, no work is required unless initiated by the owner of the property. "Should" as a verb in these guidelines indicates a recommended course of action; "shall" as a verb indicates those actions which are specifically required to preserve and protect significant architectural elements.
3. The most important feature of buildings are the facades that face the public streets and avenues and the portions of roofs that are visible from public streets and avenues and are therefore the only parts subject to review.
4. All proposed changes or alterations to the elements mentioned in No. 3 above will be reviewed unless specifically exempted; preference will be given to alterations that maintain, preserve, or restore according to the standards and criteria for elements identified below.
5. Rear wall or side walls unless directly facing a public street or avenue (or the side wall at the end of a block of rowhouses) will not be reviewed.
6. When changes to a condominium or other buildings in multiple ownership are proposed, the entire building shall be considered and treated uniformly. Work on any building may, however, proceed in stages.

B. Entrances

1. Steps, Stairs

The original steps, if existing, including stringer, riser, treads and any decorative element, shall be retained and repaired. If such stairs or steps have deteriorated to the degree that they have been removed or require removal, the replacement must appear like the original in massing and must not change location. Brownstone and granite may be replaced with material of similar texture and color such as concrete. Iron or wood stairs shall be replaced with the original material if possible. Enlargement of the doorway under the stoop may be approved but must be reviewed.

2. Railings, Balustrades and Decorative Balconies

Existing cast iron stair railings, balustrades and decorative balconies shall be retained. If they are badly deteriorated or non-existent, replacement elements must be of a size and massiveness consistent with the remaining original elements of the design or consistent with the size, massing, profile and complexity of remaining examples of iron work on nearby buildings. Simplified adaptations may be allowed if they meet the above criteria. (See separate Sections I, G, and H on fire escapes and fences.)

3. Entryways

Entryways (including decorative hoods, canopies, surrounds and mouldings) shall be retained. If entryways are missing or are badly deteriorated, replacement of elements shall approximate the original design, material, proportion, and arrangement.

4. Entry Doors and Vestibules

a. Original entry doors and visible elements of vestibules shall be retained and repaired. Replacement doors, if required, shall match the original in material and in design, including proportion, number of leaves (i.e., single or double doors), placement within doorframe and general arrangement of panels. Single doors replacing double doors will not be approved.

b. Transoms, sidelights, and other features shall be retained and repaired and may not be removed or blocked down to fit smaller doors and frames.

c. Gates or grilles outside or in place of main doors may be allowed and will be reviewed on a case-by-case basis.

C. EXTERIOR WALLS

1. Masonry (brick, stone and concrete)

a. Existing walls shall be retained and repaired. Painting of masonry walls will be considered for approval only if the masonry is extremely damaged or the wall is already painted. The proposed color must approximate the original masonry in appearance. Repointing shall match the original mortar in color, texture, joint width and profile. Sand blasting (wet or dry) will not be approved on any masonry or wood surface. Previously used brick (appearing mottled, grayish or whitish, etc.) will not be approved for additional masonry work.

b. Brownstone may require special treatments involving replacement materials and coatings; each situation will be considered individually based on condition of existing material and proposed situations. The replacement material must approximate brownstone in appearance and texture; the color may be matched by painting or staining.

c. Covering masonry in another material will not be approved.

d. No new openings in the wall will be allowed.

e. Original brick chimneys (and chimney caps and pots) should be retained.



2. Wood

Retention and repair of existing walls is preferred. Approval of synthetic siding may be considered provided the original trim and proportions and the arrangement of trim and other elements are not altered or removed. The design and proportion of the synthetic siding should faithfully duplicate the original material, and no grained-surface or vertical siding will be allowed. No new openings in wooden facades will be allowed.

D. WINDOWS, WINDOW OPENINGS AND TRIM

The original window design and arrangement of window openings on the principal facade shall be retained. Changing window openings to accommodate larger or smaller sash and frame will not be approved. Restoring window openings to the original size where original elements are still visible is encouraged. New openings shall not be allowed.

1. Sash and Lights

- a. New window sash should match the original design and should not be divided into a smaller or larger number of panes than original unless documentary evidence of the property under consideration can be supplied to show that the proposed change would be historically accurate.
- b. The retention of original or historic material, such as curved sash, is encouraged. The installation of storm sash (interior or exterior) is preferred to the removal of original sash.
- c. Non-wooden replacement sash may be approved; sandwiched muntins shall not be allowed. Application of panning over original wooden trim is not encouraged. Use of applied wood muntins on thermopane sash is discouraged; however, consideration will be given if such muntins are of an appropriate profile (relative to the construction date and building type) and applied with weatherproof adhesive on both sides of the glass.
- d. The removal of window sash and the installation of permanently fixed panels to accommodate air conditioners is not allowed. (See Exemption #5 in Section N).

2. Sills and Lintels

Window sills and lintels shall be retained and repaired. If severely deteriorated, replacements shall be of a material, arrangement, color, and proportion similar to the original in appearance. Replacement sills in brick will not be approved. Decorative lintel details such as applied or incised designs should be retained.

3. Window Grilles and Iron Balconies

Ornamental or highly decorative grilles and balconies may be allowed and will be reviewed on a case-by-case basis. (See Exemption #10 in Section N).

E. BAYS, ORIELS AND PROTRUSIONS FROM WALL

Bays, oriels, and other similar protrusions from the exterior wall may not be removed. If altered, the design shall approximate the original; new synthetic covering materials will not be approved.

F. ROOFS (including rooflines, cornices and dormers, skylights, greenhouses, penthouses, roof fences and decks, mechanical penthouses, solar panels, and devices, and the like)



1. The original roof configuration and cornice line shall be retained. Additional floors visible from the public streets and avenues may be permissible in special circumstances provided the addition does not interrupt a contiguous row of even cornice lines. Raising or lowering the existing roofline will only be allowed for the purpose of restoring the roof to its original profile. Alterations or new construction such as greenhouses, penthouses, roof decks or fences, solar panels and devices, mechanical and electrical equipment if visible from a public street or avenue may be approved only on a case-by-case basis but in general are discouraged.

Approval criteria shall be:

- a. placement to minimize visibility,
 - b. minimizing visible mass,
 - c. non-reflective dark appearance, and
 - d. conformance to State Building code Requirement, table 302, note 3.
2. Skylights are allowed on roofs, except the front slope of a mansard, provided that the projection is less than one foot above the roof and at least one foot back from the visible edges of the roof; Framing of the skylights should also be dark and non-reflective.
 3. Dormers on mansard roofs shall be retained and repaired or restored. Expansion of existing dormers or adding new dormers may be approved on a case-by-case basis provided designs are based on historic models.
 4. Wood, masonry, and metal cornice elements shall be retained and repaired or restored.
 5. If the visible portion of the roof requires replacement, slate or a non-reflective material similar in color and texture to slate would be allowed. Dark asphalt shingles approximately the original slate color will be allowed.
 6. Gutters, downspouts, flashing, whether new or replacement, must be of a dark, non-reflective material and non-obtrusive in appearance; unfinished metal (other than copper) will not be approved.

G. FENCES AND YARDS

1. Fences

Original front yard fences shall be maintained and repaired or restored. If completely deteriorated or non-existent, replacement by a copy is preferred; an appropriate contemporary design may be acceptable. Chainlink, concrete block, light gauge metal, and wooden picket or lattice fences are inappropriate for front yards.

2. Front Yards

- a. Excavation of front yards below existing grade of front yard will not be approved except for small areaways to accommodate existing windows, ventilation, or for drainage purposes.
- b. Covering of front yards with concrete, asphalt, or similar materials will not be approved. Planting is encouraged.
- c. Construction of storefronts or other ground level projections in the front yard will not be approved.
- d. Excavation for auxiliary entrances may be allowed provided they are based on historic models. They will be reviewed on a case-by-case basis.



H. FIRE ESCAPES

New fire escapes on street facades of buildings will be permitted only when required for safety and an alternative egress route is clearly not possible. Fixed diagonal stairways are discouraged. (See Section B.2 for decorative balconies.)

I. SIGNS - IN AREAS ZONED RESIDENTIAL

1. General

All signs within the district will be subject to the Boston Sign code although more restrictive controls may be applied.

2. Professional Signs and Directories

a. Signs that announce a service within the building, e.g., a doctor's office, are allowed provided the design and material of the sign reinforce the architectural character of the building.

b. Advertising or general information signs are not allowed.

4. Lighting

a. No back-lit signs are allowed.

b. Signs should not be flood-lighted. Small, shielded light sources may be used if no spill-over is visible to abutting properties.

5. Billboards

a. Billboards are not allowed.

6. Multiple Signs

a. Signs on adjacent buildings of similar architectural appearance should be consistently designed and located.

b. Signs on buildings owned and operated by a common entity should be consistently designed and located.

c. Multiple signs on buildings designed for residential use are discouraged.

J. SIGNS - IN AREAS ZONED NON-RESIDENTIAL

1. Proposed signs should conform to the Boston Sign Code, although compliance may not ensure approval.

2. Signs should be sized and placed to reinforce the architectural elements of the facade.

3. No sign will obscure any significant detail or decorative element of the existing building.



4. Electrically-operated signs are not permitted; sign lighting should be shielded and indirect. Back-lit signs with opaque backgrounds and illuminated letters may be considered. Neon signs may be approved when installed inside storefront windows.
5. Free-standing signs are discouraged and will be approved only on a case-by-case basis.
6. Trade-marks will be limited to approximately 25% of the total allowable sign area.
8. New billboards are not allowed.
9. Fixed or retractable awnings or canopies may be used as signs for commercial uses provided no significant architectural detail is obscured or damaged by the installation. The design and material of the awning or canopy must be integral to the commercial front and/or the design of the building.

K. DEMOLITION

Demolition of entire structures is prohibited except when in the opinion of the commission warranted for extraordinary circumstances. Partial demolition of later additions (such as storefronts) is subject to review on a case-by-case basis.

L. COMMERCIAL FRONTS

1. General

- a. Any facade changes intended to increase the amount of visibility of commercial space will be subject to review and approval by the Commission.
- b. The essential character of the building as originally designed will be preserved in all changes, including retention of doorways and major architectural features.
- c. Facade changes for commercial use will not be allowed above the main floor of the building.

2. Materials

- a. The maximum amount of original material possible will be retained in the new facade design. The intent of the design should be an appeal to pedestrian traffic.
- b. New materials should be sympathetic to those of the existing building.

3. Design

- a. Proposed facade changes will be designed to compliment the design of the building.
- b. Facade changes may be clearly contemporary and detailed to match the quality of the original building.



M. ADDITIONS

Architectural changes that increase the height above existing contextual rooflines, or that substantially alter the profile of the building, will not be allowed unless they are based on documented historical models. Alterations to atypical buildings may be allowed on a case-by-case basis.

N. EXEMPTIONS FROM REVIEW

These items are not subject to the review and approval of the District Commission; the following comments are, however, recommended. Landmarks Commission staff can provide additional information to interested individuals who request it.

1. Color: It is encouraged but not required that trim and window sash and frames be painted in muted dark tones on Victorian-era structures. Lighter tones are appropriate for the few pre-Victorian and Classical Revival buildings.
2. Shutters: When used, shutters should be of a wood louver design. Each shutter should match the height and one half the width of the window opening. It is recommended that the shutters be installed on shutter hardware and be operable or made to appear operable. Shutters should also be black or dark in color.
3. Intercom/ Buzzer Devices: Buzzers and intercom boxes should be inside the vestibule and not mounted onto the brick face of the building. Individualized buzzers are more appropriate than metal panels.
4. Temporary Signs: Such signs should be installed so that their removal will not scar the face of a building or a fence. Temporary signs should also not obscure significant architectural details.
5. Air Conditioners: Portable, seasonal window air conditioners are exempt from review.
6. Exterior Lighting: It is encouraged but not required that vestibules and doorways be illuminated. Lighting on the facade was not a part of 19th century South End rowhouse design. Exterior lighting should be generally concealed (e.g., recessed over doors) and should not imitate earlier 18th century styles (i.e., colonial lanterns). Simple contemporary fixtures are a suitable alternative.
7. Door Hardware: Existing original door hardware should be retained wherever possible. New replacement hardware should replicate the original or be of a simple contemporary design.
8. Storm Windows
Installation of storm windows is allowed. The color of storm windows should closely match the trim to which they are affixed. Storm windows should have a narrow frame that does not protrude beyond the facade plane of the building. Storm sash should closely align with the window sash, particularly the meeting rail. Natural aluminum is not allowed.
9. Awnings
Fixed or retractable awnings are allowed at window openings provided they fit accurately within the masonry opening and are of a material and design appropriate to the building. Canvas or canvas-looking material is encouraged. Metal or vinyl awnings are not allowed.



10. Grates: Window and secondary door grates are allowed provided the ironwork is mounted within the masonry reveal of the window or door opening. The design should be consistent with that of the building. Re-use of period grilles and designs is encouraged.
11. Bulletin Boards and Display Boxes: Permanently affixed bulletin boards and display boxes are allowed and if installed may be included in the calculation of allowed signage. Exterior walls may not be used as display or bulletin boards.
12. Security Systems: Devices integral to security systems, such as alarm boxes or sirens, should be concealed from view and colored to blend or camouflage with their surroundings.



II. NEW CONSTRUCTION

A. General Statment of Intent:

1. The District contains vacant parcels of varying sizes and shapes, many of which once held rowhouses. New construction on these sites have a potential for reinforcing and enhancing the streetscape of the South End. Inappropriate design could introduce the intrusive elements of incompatible bulk, material and detail.

To insure that new construction has a positive effect on the historic physical character of the Landmark District, proposals for new construction will be reviewed for compatibility with the existing architecture in such critical factors as land coverage, bulk, material, and proportion. Therefore, the focus of the standards and criteria is on the compatibility of new construction with the existing character of the South End without dictating style or taste.

2. Plans of proposed new construction shall be submitted to the South End District Subcommission for review. A building permit may not be issued prior to the issuance of a Certificate of Design Approval or of Exemption.
3. These regulations shall apply only to facades visible from a public street or avenue, existing or proposed, in accordance with Sections I.A. 3 and 5.
4. For buildings of monumental character, such as schools, churches, or other institutional uses, the Commission may waive portions of these standards and criteria which it deems to be inappropriate. The standards and criteria pertaining to height and materials shall be enforced.

Where a new non-residential building has frontage on a block of predominantly residential, rowhouse character, the Commission may require stricter adherence to these standards and criteria for that frontage alone.

5. The Landmarks Commission shall determine the required degree of conformity of the new construction to the architecture of adjacent buildings, according to the strength of the existing neighborhood design and the configuration of the parcels to be developed. The applicable definitions and intent of the two categories are as follows:

- (a) Category A, defined as any vacant parcel or collection of parcels that share a party wall with an existing structure.

Within this category, stricter conformity will be required of the new construction on the narrower parcels, especially those with existing buildings adjoining two sides, corner parcels, and parcels on a block of exceptionally strong or uniform character.

- (b) Category B, defined as any parcel or group of parcels which is not abutted by an existing structure. Within this category, less strict conformity to existing neighborhood design will be required.



6. Traditional architectural designs are permitted if in nineteenth century styles which are appropriate to the Landmark District, but shall not be expressly required by these standards and criteria.
7. These regulations shall not be deemed to supplant or nullify provisions of the Boston Zoning Ordinance or Sign Code, beyond the immediate scope of these provisions, nor any portion of the Massachusetts Building code.

B. Heights:

1. The maximum height of any new construction shall be seventy feet, and minimum shall be thirty feet, the latter being exclusive of eels.
2. Within this limitation, the following shall apply to any new construction on parcels in Category A:
 - (a) The new building shall have the same height and cornice line as adjacent existing buildings having common property lines.
 - (b) In the event a new building has two such abutters of differing heights and cornice lines, it shall conform to one of them, or it may step to match, i.e., each at the common property line.
 - (c) In the event the height of the adjacent existing building is greater or smaller than the overall limitation, or is radically different from the remainder of the block, the Commission may set the height for the new building.

C. Setback:

1. The maximum setback for a new building shall be ten feet, except as follows:
 - (a) A new building in Category A shall have the same setback as adjacent buildings having common property lines.
 - (b) In the event a new building in Category A has two such abutters with differing setbacks, it shall have the same setback as one of them, or it may step to match both of them.
 - (c) A corner building in Category A shall have the same setback as its abutters on the primary frontage. No setback is required on the secondary frontage; if one is provided, it shall be the same as the adjacent building on the secondary frontage.

D. Lot Coverage:

A new building shall occupy the full width of its primary frontage, at the property or setback line.

E. Building Materials:

The following materials shall be required on all exterior surfaces within the scope of these regulations:



1. Walls shall be of masonry construction similar in color and texture to the majority of adjacent buildings. In general, smooth-textured red brick in standard size and coursing is acceptable; a standard brick being defined as 2½"x4"x8", nominal dimension. Other materials will be judged on their own merits and the neighborhood design context.
2. Exterior steps shall be of stone, or concrete having the appearance of stone on exposed surfaces. Lintels and sills, if expressed, shall be of similar material.
3. Cornices, if expressed, shall be of brick, wood or a combination thereof. If metal is used as a flashing or covering, it shall be of an appropriate finish or color; white or shiny metal other than copper is unacceptable.
4. Windows, storm sash and trim shall be wood or anodized aluminum in appropriate colors and finishes; white or shiny metal is unacceptable.
5. Visible roofs, such as mansards and gables, shall be of slate or of composition shingle similar in appearance to slate. Metal may be allowed if subdued in color and detail; white or shiny metal other than copper is unacceptable.

F. Design Features:

For new buildings in Category A, the following features are required; for Category B, they are recommended.

1. A new building shall match its abutters at common property lines in general conformation of roof and cornice; details may be simplified. In the event there are two abutters with differing roof forms, the new buildings shall conform to one of them, or it may match each at the common property lines.
2. Window openings shall approximate the number, size and positioning of those of its abutters. The vertical dimension of the opening should exceed the horizontal.
3. The entrance doorway shall approximate those of adjacent buildings in overall size, proportion and position.
4. For new buildings in either category, the use of elements which give the existing buildings of the district their essential character is recommended. Where used, they should approximate the proportions and materials of the existing buildings. These elements include, but are not limited to the following:
 - (a) Bay, bow, oriel, and dormer windows.
 - (b) Mansard and gable roofs.
 - (c) Cornices.
 - (d) Exterior steps.



III. PUBLIC AREAS

A. General

The intent is to retain and improve those aspects of the public areas which contribute to and enhance the character of the South End. Alterations to existing street layouts or proposed new streets must be reviewed for conformance to the criteria below:

1. Sidewalks and Curbs

- a. Public sidewalks should be designed and constructed to reinforce the character of the district.
- b. Granite and brick are preferred materials, but concrete walking surface may be allowed after review. Existing brick sidewalks must be repaired and restored. New or repaired concrete sidewalks must be approved for color or tone, and may not be patched with asphalt.
- c. Granite curbs must be retained and reused wherever possible.
- d. Existing sidewalks shall not be reduced in width.
- e. Permanent use of Jersey barriers is not allowed.

2. Street and Park Furniture

- a. Miscellaneous public hardware and furniture such as news vending machines, trash receptacles, cluster mail boxes, benches and the like should be of a dark color and located, when possible, in areas other than residential streets and should be selected and located to reinforce the pattern of the district.
- b. Materials used should be sympathetic to the appearance of the district. Cast materials and stone and simply detailed wood are the preferred materials.
- c. Existing antique fences, fountains, hitching rings, slate coalshute covers and the like must be repaired and restored.

3. Utility Items

- a. Public utility furnishings (telephone panels and booths, poles, meters, street and traffic lights and boxes and the like) must be placed to prevent visual or pedestrian obstruction.
- b. They must be painted a dark color.
- c. Street lighting is limited to 19 feet high on major thoroughfares and 16 high feet on residential or side streets.
- d. Existing gas light type fixtures must be repaired or replaced with similar fixtures.
- e. Public transit furnishings and their locations must be reviewed.



- (e) Decorative ironwork; railings and fences.
 - (f) Recessed doorways.
 - (g) Entrance canopies.
 - (h) Chimneys.
 - (i) Exterior lighting.
5. It is not required that new buildings on the larger parcels in Category A or B conform internally to the narrow rowhouse configuration typical of the district. It is recommended that such larger buildings avoid the appearance of monolithic apartment blocks through the use of design elements characteristic of the rowhouse blocks. Entrance doorways and steps should occur at a maximum of 45 feet on center; a more frequent spacing of 18 to 28 feet is recommended; the use of repeating bay, bow or oriel windows is especially recommended.



4. Overhead Wires and the Like

a. New poles for overhead wires are prohibited. When wiring systems for cable television or telephone or other services must be placed underground, the street and sidewalk form, materials, detailing, must be repaired exactly to match the original conditions. Placement of boxes and receptacles associated with cable television must be reviewed.

b. Design of overhead current collection system for public transit must be reviewed.



IV SPECIAL CONSIDERATIONS

A. Parcel 8 of the South End Urban Renewal Plan (Boston Center for the Arts)

The location of this parcel suggests that development of a more monumental character than is called for in the standards and criteria may be appropriate. In any case, the South End District Commission shall take into consideration the economic feasibility of development on this parcel, especially as it effects the allowable height of new construction. Demolition of the existing former gas station will be allowed.

B. Parcel P6A of the South End Urban Renewal Plan (Berkeley Street)

The height of this development may vary from the guidelines to relate to the Castle Square development across Berkeley Street and to achieve development of the site which contributes to this district. Open space may be preserved as part of the site.

C. Cathedral Housing

The layout and massing of the Cathedral Housing Project as described in the report entitled "Cathedral Comprehensive Redevelopment Plan; Phase Three: Proposed Plan" dated December 15, 1982 existed prior to the creation of the Landmark District. Deviations from the standards and criteria may be allowed so long as the proposed designs strengthen the character of the existing development known as Cathedral Housing.

D. Demolition Within the Protection Area

Demolition of the following structures will not be subject to review by the District Commission:

1. 108 East Dedham Street
2. 710 Albany Street
3. 750 Harrison Avenue
4. 10 Stoughton Street

E. Parcel 11B (Tent City)

Notwithstanding standards for the height of new buildings described above, the height of development on this parcel shall provide a transition between the height of adjacent South End row houses and the height of the Copley Place project along the Southwest Corridor deck. Demolition of the existing properties on Dartmouth Street may be considered if required to develop a sound over-all site plan.



PROPOSED STANDARDS AND CRITERIA
PROPOSED SOUTH END HARRISON/ALBANY PROTECTION AREA

General Standards

As provided in Section 4, St. 1975, C. 772, as amended, the only items subject to design review in a Protection Area are:

Demolition;
Land Coverage;
Height of Structures;
Landscape; and
Topography.

The goals of the Protection Area are to protect views of the proposed adjacent Landmark District, to ensure that new development of major alterations adjacent to the District is architecturally compatible in massing, setback, and height and to protect light and air circulation within the District.

Specific Standards and Criteria

1. Demolition In general, demolition of structures in the Protection Area may be allowed subject to prior approval by the Commission.
2. Land Coverage Setbacks may not exceed ten (10) feet from the back of the sidewalk line unless otherwise approved by the Commission except that a setback of greater than ten (10) feet may be allowed if the setback is consistent with adjacent setbacks or if the site is adequately landscaped.
3. Height of Structures New Construction, reconstruction, exterior replacement or alteration may not produce buildings lower than thirty (30), nor taller than:
 - a) 150 feet in the area southeast of Albany Street,
 - b) 120 feet southwest of E. Brookline Street except fronting on Harrison Avenue, and
 - c) 100 feet northwest of E. Brookline Street and the remainder of the Protection Area.

Additions or penthouses higher than the allowed heights may be allowed if they are not visible from the nearest public way within the Landmark District.

4. Topography No major changes in topography are allowed within the Protection Area.
5. Landscape In general, landscape changes within the Protection Area must not obstruct views of the elements of the adjacent Landmark District from any public ways in the Protection Area.

If surface parking adjacent to streets is proposed, then a visual barrier of landscaping is encouraged.



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TYPOGRAPHICAL ADDENDUM TO: South End District Study Committee Report

1. Summary Page - "Margaret S. Smith (until 1979)" should follow "Martha Rothman".
2. I Location and Boundaries, pages 3 and 5 - "#80 to #86 Waltham Street" #86 Waltham Street" should read "#80 to #86 Union Park Street" and "#86 Union Park Street", respectively.



APPENDIX B



DEVELOPMENT REVIEW PROCEDURES



CITY OF BOSTON
Raymond L. Flynn, Mayor

BOSTON REDEVELOPMENT AUTHORITY
Robert L. Farrell, Chairman
Joseph J. Walsh, Vice-Chairman
James K. Flaherty, Treasurer
Clarence J. Jones, Vice-Treasurer
Michael F. Donlan, Member
Kane Simonian, Secretary
Stephen Coyle, Director

1985

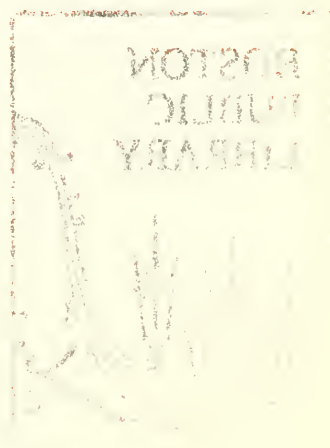


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MEPA Review Authority	8
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INTRODUCTION

As the city's planning and development agency, the Boston Redevelopment Authority (BRA) functions as a coordinator for development projects and has direct responsibility for reviewing development proposals. The BRA's review authority covers a wide range of projects. Projects may require zoning review initiated by a request for a building or occupancy permit, review of financing mechanisms such as Chapter 121A, Commercial Area Revitalization Districts (CARDs), and Urban Development Action Grants (UDAGs), and review of proposals for publicly owned land.

The BRA reviews proposals for their overall viability and expected benefits to the city. Review criteria may vary depending on location, type, and size of the project. Design criteria include specifications for building height, massing, materials, and other guidelines to preserve Boston's history and character. Environmental concerns which are assessed include a project's impacts on sunlight, daylight, wind, groundwater, and air and water quality, both during construction and upon completion. Effects on surrounding neighborhoods, displacement, and community participation are also considered in the review process. Transportation review is concerned with the impacts of additional traffic, parking and loading, and examines proposed changes to rights-of-way or physical changes, encroachments on public space, curb cuts, and requirements of the Boston Air Pollution Control Commission, if applicable. Review criteria are included in the Zoning Code and planning documents.

This booklet outlines the BRA's review process, describes the sources which initiate the BRA's various review functions, outlines the stages of its review, and provides a comprehensive list of submission requirements and development review fees. Projects vary in size and complexity; therefore not all requirements are appropriate to all projects. For example, requests for zoning actions to construct a three-unit dwelling require a review quite different than that for a multi-story commercial project. The extent of the review is defined at an initial meeting between the developer and BRA staff.



BRA DEVELOPMENT REVIEW PROCEDURES

To evaluate the quality and appropriateness of a proposal based on objectives stated in plans, guidelines, and regulations governing development in Boston, the Boston Redevelopment Authority conducts a four-stage review process. This review is conducted by BRA staff from its design, development, planning, transportation, environmental, zoning, and engineering departments. The staff is assisted on a project by project basis by citizen advisory groups, professional associations, and other constituencies. The time-frame for development review and the sequence of phasing may vary depending on the complexity of the project.

Step One: DEVELOPMENT CONCEPT

Projects are either privately or publicly initiated and the first step in development review varies accordingly. For a privately initiated project, the developer contacts the BRA with a letter of interest which briefly describes the project. The BRA meets with the developer to discuss the development concept, government regulations and procedures, and submission requirements appropriate to the project from the comprehensive list included in this document.

Publicly initiated projects include the disposition or leasing of city- or BRA-owned property which, because of size and location, require development review by the BRA. At the request of the city for city-owned property or at its own behest for BRA-owned property, the BRA may prepare a developer's kit for a specific site, outlining the development concept and guidelines. A request for proposals to develop the site is usually publicly advertised. The applicants are interviewed and the proposals are reviewed by the BRA. For projects proposed in a neighborhood setting, community representatives are notified. Based on the evaluation, the BRA grants tentative designation to a developer for BRA-owned property, or for city-owned property recommends a developer to the Real Property Board or Public Facilities Commission. From this point on, publicly and privately initiated projects follow similar review procedures. In some cases for BRA-owned property, tentative designations will not be made until after schematic review.

Step Two: SCHEMATIC REVIEW

This review is intended to secure agreement on and approval of the basic development concept prior to extensive design development. At this stage, the developer submits schematic project materials requested by the BRA. BRA staff reviews the proposal and recommends revisions. The schematic design is subject to environmental review to determine microclimate and other impacts, and, if necessary, the project is changed to mitigate adverse impacts. During the schematic stage, various environmental impacts will be assessed, especially wind, sunlight and daylight. For large-scale projects, a draft environmental impact assessment report may be required. Acceptance by BRA staff of the schematic design initiates the next stage of review.



Step Three: DESIGN DEVELOPMENT

The third phase of review is intended to secure agreement on and approval of the final design prior to extensive and detailed work on the working drawings. At this stage, financing mechanisms are refined. Applications for government subsidy programs are prepared for publicly supported projects.

The developer submits design development materials as requested by the BRA. The materials are reviewed by BRA staff and, if necessary, modifications are requested. A final environmental review is conducted and a final environmental impact assessment report may be required.

At this stage, the BRA Board acts on development proposals to recommend appropriate zoning actions to the Zoning Commission and Board of Appeal, and to designate or recommend developers for public property. The public is invited to comment on projects. Based on BRA staff analyses and public comments, the Board recommends appropriate actions to other government entities and/or grants final designation of developers for BRA property. The timing of BRA Board actions with respect to the final designation of developers may vary. If final designation precedes any aspect of review, the developer is nonetheless bound to complete all requirements prior to the BRA's approval of contract documents.

The Zoning Commission and Board of Appeal consider the BRA's recommendations in their decisions. The Board of Appeal may condition its approval of a requested zoning action on final design review by the BRA. (Zoning Procedures, a booklet which complements this one, outlines the stages of zoning review.)

Step Four: CONTRACT DOCUMENTS

Prior to the issuance of a building permit by the Inspectional Services Department, the BRA reviews final working drawings and the selection of all building materials visible to the public. This review is intended to secure final agreement on and approval of the contract documents and the complete proposal.

During preparation of the contract documents, it is the developer's responsibility to notify the Authority and secure its approval of all changes from the approved design development drawings that are contemplated for site improvements, exterior facades, roofscape and interior public spaces. Progress drawings representing 50% completion of the contract documents may be required for review by the Authority.

Once contract documents have been approved and construction has begun, the only items subject to additional review will be requests for change orders in the construction. The developer must request permission to make changes from approved drawings, which may not be undertaken



until such approval has been obtained. Site visits may be conducted to ensure construction of the project is in accordance with the contract documents. After review of the project by BRA staff, a certificate of completion will be approved by the Board, certifying that the project has been completed according to the terms of the Authority's tentative and final designations.



BRA REVIEW AUTHORITY

A project may require BRA review for three reasons: a request for a building or occupancy permit that requires zoning relief, the use of financing mechanisms, or the leasing or disposition of public property. One or more of these reasons may be applicable to an individual project and will initiate review by the Authority.

1. ZONING REVIEW

Zoning review is initiated by a request for a building or occupancy permit. If the application complies with the Building and Zoning Codes and with other city requirements, a permit is issued. If a project plan does not comply with the Zoning Code, permission to deviate from the Code may be sought by an exception, variance, conditional use permit, or special zoning designation. Following BRA staff review and Board recommendation, the Board of Appeal holds a public hearing and the zoning variance or conditional use permit may be approved.

Zoning Variances and Conditional Use Permits

To obtain a variance an applicant must demonstrate that special circumstances exist which make a property different from others in the district. The Zoning Code specifies which uses are conditional, as opposed to those which are specifically allowed or forbidden in a district. The applicant obtains a conditional use permit by demonstrating that the proposed use is suitable for its location and will not have a detrimental effect on the surrounding areas.

Special Zoning Designations

The Zoning Code defines several categories of special purpose overlay districts which include Planned Development Areas (PDAs) and Urban Renewal Areas (URAs) and Interim Planning Overlay Districts (IPODs). In these districts, the regulations specified for the base district apply, except when they are in conflict with the special regulations for a particular overlay district which then requires a special zoning designation. Special zoning designations require a zoning amendment in addition to other procedures and can be sought for PDAs and URAs.

- o Planned Development Areas

PDA designation may be obtained for a project on a site of at least one acre. To effectuate a PDA designation, the BRA must approve a development plan, the Zoning Commission must adopt a map amendment, and the Board of Appeal must grant exceptions to the Zoning Code.

- o Urban Renewal Subdistricts

An urban renewal subdistrict designation is only allowed within an already approved urban renewal project area. It is available only after the BRA is assured the proposal's zoning map amendment conforms with the area's urban renewal plan and with the specific requirements for development of the particular subdistrict.



o Interim Planning Overlay Districts

An Interim Planning Overlay District is a zoning mechanism used to control development while changes to the Zoning Code are being reviewed and debated. IPODs will prohibit the construction of new buildings inconsistent with the proposed Zoning Code changes.

The interim overlay zoning stays in place for only a limited time. If, during the interim period, the original zoning is changed, then the new zoning will control development at the end of the interim period. If no change occurs, the zoning reverts to the previously existing zoning.

Development Impact Projects

A request for a variance, conditional use permit, exception, and zoning map or text amendment triggers the need for Development Impact Project approval if the project is 100,000 square feet or more of commercial space. Developers of such projects are required to make a development impact payment to the Neighborhood Housing Trust or to contribute to the creation of low and moderate-income housing in the city.

Development Impact Project (DIP) Plans must be submitted to the BRA for staff review, and subsequently presented to the BRA Board at a public hearing. If the Board approves the plans, the developer enters into a Development Impact Project Exaction Agreement with the BRA. Under the requirements of the city's Zoning Code, the Board of Appeal and the Zoning Commission can not approve a project until the Authority certifies that a DIP Agreement has been executed.

2. REVIEW OF FINANCING MECHANISMS

The BRA has review authority for three types of financing mechanisms to be used to allow developments which provide public benefits to the city. These financing mechanisms include Chapter 121A, Commercial Area Revitalization Districts (CARDs), and Urban Development Action Grants (UDAGs).

Chapter 121A

Under M.G.L., Chapter 121A and Chapter 652 of the Acts of 1960, the BRA, with the approval of the Mayor, has the power to approve applications for the formation of non-profit, limited dividend or cooperative entities for the purpose of redevelopment in a blighted, open, decadent or substandard area. Chapter 121A essentially offers a tax incentive to build in a blighted area.

Chapter 121A provides for 15 years exemption from taxation on real and personal property. The corporation instead pays a Section 10 excise tax of 5 percent of gross income and \$10 per \$1000 of fair cash valuation to the Commonwealth of Massachusetts. Section 6A payments agreed upon by the corporation and the city are paid directly to the city. Following a BRA staff review, public hearing, and BRA Board approval, the application goes to the Mayor for approval.



Commercial Area Revitalization District

The BRA is responsible for administering the state-assisted grant program, Commercial Area Revitalization District (CARD). Through the CARD program, economic development incentives are made available to commercial and industrial enterprises for development projects and the leasing of new facilities.

To be eligible, a development project or leasing program must be located in a CARD. A CARD may be located in either neighborhoods or the downtown core. The incentives for commercial enterprises to locate in a CARD include below market interest rate Industrial Revenue Bonds, mortgage insurance on a portion of the total project financing, and a net income deduction and tax credit to be applied to state corporate excise taxes which are owed by a commercial enterprise certified as an eligible business facility by the State Job Incentive Bureau.

As the city planning agency, the BRA conducts a financial analysis to determine if the project requires an Industrial Revenue Bond to be economically feasible and if it fits into the CARD plan. Following staff review and approval, a letter of approval is sent to the Boston Industrial Development Finance Agency which issues and approves the Industrial Revenue Bond.

Urban Development Action Grants

An Urban Development Action Grants (UDAG) is a financing mechanism which assist developments requiring public assistance by supplementing the private investment. UDAGs are primarily used for leveraging private investment and job creation. To be eligible for a UDAG, the project must have definitive financial commitment by a private investor and must include housing and community development or economic activity. City of Boston policy stipulates that UDAG funds are made as loans rather than grants. The loan repayments are used for neighborhood economic development projects throughout the city.

The BRA plays a strong role in UDAGs in design and environmental review and the preparation of the UDAG proposal. The City Council gives final approval, prior to the Department of Housing and Urban Development submission.

3. REVIEW FOR THE LEASING AND DISPOSITION OF PUBLIC PROPERTY

The selling or leasing of public property may initiate development review by the BRA. For certain BRA and city-owned parcels, the BRA prepares developer kits which outline design and development guidelines. To formulate guidelines for some parcels, the BRA seeks the assistance of community groups and the Boston Society of Architects. The BRA then makes a request for proposals and reviews the submissions received. A tentative designation is recommended for the most appropriate proposal. The proposal is then subject to the extensive review process described on pages 2-4, similar to that of privately-initiated projects. At its completion, the developer is granted final designation.



MASS. ENVIRONMENTAL POLICY ACT
REVIEW AUTHORITY

The Massachusetts Environmental Policy Act (MEPA) requires the review and evaluation of projects to describe their environmental impact, and establishes a process for determining when Environmental Impact Reports (EIRs) are required. MEPA applies to projects directly undertaken by a state agency (including leases and transfers of property undertaken by an agency) and to privately-initiated projects requiring an agency permit or receiving financial assistance from an agency. Because the BRA is a redevelopment authority created by the Legislature, it falls under the jurisdiction of MEPA. Where the BRA acts only as the planning department for the city, such as in zoning matters and the disposition of city-owned land, MEPA does not apply.

Regulations implementing MEPA were promulgated by the Executive Office of Environmental Affairs (EOEA), which is also responsible for determining whether a project requires an EIR. These regulations establish a process whereby, for non-exempt projects, an Environmental Notification Form (ENF) is required to be filed with EOEA for public and agency review as the preliminary step in determining the need for an EIR. For activities or actions undertaken by an agency, the preparation of the ENF (and of the EIR, if subsequently required) is the responsibility of the agency itself. For private projects seeking state or BRA financial assistance or a permit (e.g., Chapter 121A approval), the project proponent is responsible for preparing the required documents.

In addition to describing the environmental review process, the MEPA regulations also establish categories of projects which automatically require the preparation of an EIR (categorical inclusions) and which are automatically excluded from filing an ENF (categorical exclusions). Specific rules of application are included in the regulations.

With respect to timing, the public/agency review period for ENF's is 20 days following publication in EOEA's Environmental Monitor of a notice of submission and availability of an ENF. Notices are published twice monthly, on approximately the 7th and the 21st of the month. The Secretary of Environmental Affairs then has 10 days in which to issue a certificate stating whether or not an EIR is required.

If an EIR is required, the process involves the preparation and circulation for review of a Draft EIR (the public/agency review period is 30 days following EOEA notice of availability of the EIR, with seven additional days for the Secretary to issue a statement on the adequacy of the Draft), preparation of the Final EIR responding to comments on the Draft, and circulation of the Final (again, a 30-day review period followed by seven days for the Secretary to issue a statement regarding the adequacy of the Final and its compliance with MEPA). Normally, the EIR process from beginning of the preparation of the EIR to final approval takes five to six months and considerably longer for major and complicated projects. The minimum time would be at least four months.



SUBMISSION REQUIREMENTS

Following is a comprehensive list of submission requirements. Developers of large projects, typically those greater than 100,000 square feet in size, would be required to provide much of this information. Smaller proposals would provide only the information appropriate to their context and complexity, as defined by the BRA. Financing mechanisms, such as Chapter 121A, CARD, and UDAG programs, have additional requirements which are defined in other booklets.

In addition to full-size scale drawings, 3 copies of a bound booklet containing all submission materials reduced to size 8½ x 11, except where otherwise specified, are required.

I. Applicant Information

A. Development Team

1. Names
 - a. Developer (including description of development or Chapter 121A entity)
 - b. Attorney
 - c. Project consultants
2. Business address and telephone number for each
3. Designated contact for each
4. Description of current or formerly-owned developments in Boston

B. Legal Information

1. Legal judgements or actions pending concerning the proposed project
2. History of tax arrears on property owned in Boston by development team
3. Property Title Report including current ownership and purchase options of all parcels in the development site

II. Financial Information

- A. Full disclosure of names and addresses of all financially involved participants and bank references
- B. Nature of agreements for securing parcels not owned by prospective developer



C. Development Costs

1. Cost of land and buildings
2. Estimated hard construction cost, including demolition and site preparation
3. Estimated soft costs, including: professional fees, financing fees, construction loan interest, real estate taxes, and all other costs necessary to carry the project through the construction period
4. Estimated contingency amount

D. Operation

1. Anticipated income from rent or sales, including vacancy allowances
 2. Anticipated operating expenses
 3. Estimated real estate taxes including expected valuation
 4. Anticipated financing structure, including any equity (including plans for syndication), mortgages, and terms of debt service
 5. All preceding information for the first six years of operation, or until property is expected to be refinanced or sold
 6. Depreciation and all other deductions indicating cash flow and returns for first six years on an after-tax basis
- E. Additional financial information pertinent to Chapter 121A, CARD, and UDAG applications

III. Project Area

- A. Description of metes and bounds of project area
- B. For Chapter 121A, CARD, UDAG, statements of fact establishing the need and rationale for such a designation (as required in their procedures)

IV. Relocation Information

- A. Statement by applicant concerning applicability to project of any Federal or State Relocation Regulations, and Citation of Regulations believed applicable



- B. If Chapter 121A, 121B or Chapter 79A is applicable then a statement is required that relocation information and relocation plan will be submitted under separate cover in accordance with Chapter 121A, 121B or Chapter 79A requirements.
- C. For projects not covered by federal or state programs containing relocation regulations, the following information:
 - 1. Number of units in building(s) to be demolished or vacated
 - 2. Number of occupied units, by type, per building
 - 3. Tenure of occupants (owner/tenant/sub-tenant)
 - 4. Name and address of each occupant (owner or prime tenant)
 - 5. Information on size and monthly costs:
 - a. Residential unit - number of rooms, bedrooms, and monthly rent, indicating included utilities
 - b. Non-residential - gross square feet of area, number of floors, including ground floors and monthly rent, indicating included utilities
 - 6. Length of occupancy of current occupant in unit (and building if greater)
 - 7. Estimate of the total number of small businesses
 - 8. Number, if any, of minority households or businesses displaced
 - 9. Net increase or decrease in number of units:
 - a. Total number of housing units proposed
 - b. Reduction in rent controlled units

V. Project Design

- A. Phase I Submission: Project Schematics
 - 1. Written description of program elements and space allocation for each element
 - 2. Neighborhood plan and sections at an appropriate scale (1" = 50' or larger) showing relationships of the proposed project to the neighborhood's:
 - a. massing
 - b. building height
 - c. scaling elements



- d. open space
 - e. major topographic features
 - f. pedestrian and vehicular circulation
 - g. land use
3. Black and white 8"x10" photographs of the site and neighborhood
 4. Sketches and diagrams to clarify design issues and massing options
 5. Eye-level perspective (reproducible line drawings) showing the proposal in the context of the surrounding area
 6. Aerial views of the project
 7. Site sections at 1" = 20' or larger showing relationships to adjacent buildings and spaces
 8. Site plan at an appropriate scale (1" = 20' or larger) showing:
 - a. General relationships of proposed and existing adjacent buildings and open space
 - b. Open spaces defined by buildings on adjacent parcels and across streets
 - c. General location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features
 - d. Pedestrian, handicapped, vehicular and service access and flow through the parcel and to adjacent areas
 - e. Survey information, such as existing elevations, bench-marks, and utilities
 - f. Phasing possibilities
 - g. Construction limits
 9. Massing model at 1" = 100' for use in the Authority's downtown base model.
 10. Drawings at an appropriate scale (e.g., 1" = 8') describing architectural massing, facade design and proposed materials including:
 - a. Building and site improvement plans
 - b. Elevations in the context of the surrounding area
 - c. Sections showing organization of functions and spaces

11. Preliminary building plans showing ground floor and typical upper floor(s)
 12. Proposed schedule for submission of design development materials
- B. Phase II Submission: Design Development
1. Revised written description of project
 2. Revised site sections
 3. Revised site plan showing:
 - a. Relationship of the proposed building and open space to existing adjacent buildings, open spaces, streets, and buildings and open spaces across streets
 - b. Proposed site improvements and amenities including paving, landscaping, lighting and street furniture
 - c. Building and site dimensions, including setbacks and other dimensions subject to zoning requirements
 - d. Any site improvements or areas proposed to be developed by some other party (including identification of responsible party)
 - e. Proposed site grading, including typical existing and proposed grades at parcel lines
 4. Dimensioned drawings at an appropriate scale (e.g., 1" = 8') developed from approved schematic design drawings which reflect the impact of proposed structural and mechanical systems on the appearance of exterior facades, interior public spaces, and roofscape including:
 - a. Building plans
 - b. Preliminary structural drawings
 - c. Preliminary mechanical drawings
 - d. Sections
 - e. Elevations showing the project in the context of the surrounding area as required by the Authority to illustrate relationships or character, scale and materials
 5. Large-scale (e.g., 3/4" = 1'-0") typical exterior wall sections, elevations and details sufficient to describe specific architectural components and methods of their assembly
 6. Outline specifications of all materials for site improvements, exterior facades, roofscape, and interior public spaces



7. A study model at an appropriate scale (e.g., 1" = 16', or as determined after review of schematic design) showing refinements of facade design
 8. Eye-level perspective drawings showing the project in the context of the surrounding area
 9. Samples of all proposed exterior materials
 10. Complete photo documentation (35 mm color slides) of above components including major changes from initial submission to project approval
- C. Phase III Submission: Contract Documents
1. Final written description of project
 2. A site plan showing all site development and landscape details for lighting, paving, planting, street furniture, utilities, grading, drainage, access, service, and parking
 3. Complete architectural and engineering drawings and specifications
 4. Full-size assemblies (at the project site) of exterior materials and details of construction
 5. Eye-level perspective drawings or presentation model that accurately represents the project, and a rendered site plan showing all adjacent existing and proposed structures, streets and site improvements
 6. Site and building plan at 1" = 100' for Authority's use in updating its 1" = 100' photogrammetric map sheets
- D. Phase IV Submission: Construction Inspection
1. All contract addenda, proposed change orders, and other modifications and revisions of approved contract documents which affect site improvements, exterior facades, roofscape, and interior public spaces shall be submitted to the Authority prior to taking effect.
 2. Shop drawings of architectural components which differ from or were not fully described in contract documents

VI. BRA Environmental Impact Assessment

Whether or not a project comes within the purview of the Massachusetts Environmental Policy Act review requirements, the BRA may request all or several of the environmental analyses listed below. The extent of analyses required depends on the size, location, and complexity of the project.

A. Transportation/Traffic

1. Parking

- a. Number of spaces provided indicating public and private allocation
- b. Reduction in parking from previous use of site
- c. Proposal's impact on demand for parking
- d. Parking plan, including layout, access, and size of spaces
- e. Evidence of compliance with City of Boston parking freeze requirements
- f. Description of measures to reduce parking demand

2. Loading

- a. Number of docks
- b. Location and dimension of docks

3. Access

- a. Size and maneuvering space on-site or in public right-of-way
- b. Access, curb cuts, and/or sidewalk changes required

4. Vehicular Traffic

- a. Project vehicular traffic demand and generation (daily and peak-hours) and distribution
- b. Circulation and access impacts on the local and regional street system and local intersections (traffic impact area), including capacity and level-of-service analyses
- c. Modal split and vehicle occupancy analysis

5. Public Transportation

- a. Location and availability of public transportation facilities
- b. Usage and capacity of existing system
- c. Peak-hour demand and capacity analysis
- d. Measures to encourage use of public transportation

6. Pedestrian Circulation
 - a. Demand and capacity analysis on project area sidewalks
 - b. Connections to public transportation station stops
 - c. Effect on pedestrian flows of project parking and servicing entrances and exits
- B. Wind (Information is required during the schematic design stage for build and no-build conditions.)
 1. Wind tunnel testing will be required for:
 - a. Any building higher than 150 feet
 - b. Any building 100 feet high and two times higher than the adjacent buildings
 - c. Other buildings which fall below these thresholds, but because of their context and particular circumstances would require wind tunnel testing
 2. Wind tunnel testing is to be conducted in two stages - Stage I Erosion Study and Stage II Hot Wire Testing. An erosion study (or equivalent methodology) must be conducted to determine potential problem areas and to identify appropriate placement of sensors for hot wire testing.
 3. Wind tunnel testing should be conducted according to the following criteria:
 - a. Results of wind tunnel testing should be consistently presented in miles per hour (mph).
 - b. Velocities should be measured at a scale equivalent to 4.5 to 5.0 feet above ground level.
 - c. The instrument should have a frequency response that is flat to 100 hertz and filters out any higher frequency (hot wire testing).
 - d. The expected one and two percent occurrence of hourly average, effective gust, and peak gust velocities should be reported (hot wire testing).
 - e. Erosion study data shall be presented in tabular form and graphically through photographs showing changes between build and no-build conditions.
 1. Wind directions from the sixteen compass points shall be used noting the percent or probability of occurrence of each direction on an annual basis.

2. Wind velocities for each direction shall include the intervals: 0-15 mph and every 5 mph interval from 15 to 40 mph inclusive.
- f. Hot wire data shall be presented both in tabular form and graphically on a map to indicate velocity changes between build and no-build conditions.
 1. The effective gust velocity can be computed by the formula: average hourly velocity plus $1.5 \times \text{root mean square (rms) variations about the average}$.
- C. Shadow (Information should be provided during the schematic design stage.)
 1. Shadow analysis plans should be submitted at a scale of $1' = 40'$ and $1'' = 100'$.
 2. Shadow impact analysis must include net new shadows as well as existing shadows.
 3. Initial shadow analyses must include shadow impacts for build and no-build conditions for the hours 9:00 a.m., 12:00 noon, and 3:00 p.m. conducted for four periods of the year at the vernal equinox, autumnal equinox, winter solstice, and summer solstice.
 4. Shadow analyses also are to be conducted at 10:00 a.m., 11:00 a.m., 12:00 noon, 1:00 p.m., and 2:00 p.m. on October 21 and November 21, and must show the incremental effects of the proposed massing on proposed or existing public spaces including major pedestrian areas.
 5. Additional shadow analyses may be required depending on the particular physical characteristics of the site including its solar orientation relative to public open spaces, pedestrian patterns and street patterns, and existing shadows in the area.
- D. Daylight (Information should be provided during the schematic design stage.)
 1. Daylight analysis for build and no-build should be conducted by measuring the percentage of skydome that is obstructed by a building.
 - a. Specific technique and graphic methodologies required for determining percent of obstructed skydome will be provided by the BRA.
- E. Excavation and Landfill
 1. Written description including amount and method of excavation, dredging and filling proposed, and the existence of blasting and pile driving

2. Analysis of sub-soil conditions, potential for ground movement and settlement during excavation, and impact on adjacent buildings and utility lines
- F. Groundwater
1. List of measures used to ensure the groundwater levels will not be lowered during or after construction, if applicable
 2. Engineering analysis of the impact of development on groundwater, surrounding structures, wooden piles and foundations
- G. Solid and Hazardous Wastes/Materials
1. A list of any known or potential contaminants on site together with evidence of the recording with the Registry of Deeds of the disposal of hazardous wastes on the site, pursuant to the M.G.L., Chapter 21C, if applicable
 2. Possible hazardous wastes generated
 3. Existence of buried gas tanks on site
 4. Estimate of potential trash generation and plans for disposal
- H. Noise
1. Where appropriate, noise analyses to determine compliance with City of Boston regulations and applicable state and federal guidelines
- I. Flood Hazard Zone/Wetlands
1. Where appropriate, determination of whether or not proposal falls within a Federal Flood Hazard Zone or requires a Wetlands Permit
 2. If applicable, description of measures to minimize potential flood damage and to comply with city and federal flood hazard regulations and any Order of Conditions issued by the Boston Conservation Commission
- J. Construction Impacts
1. Description of construction staging areas
 2. Availability of construction worker parking
 3. Potential dust generation and mitigation measures to control dust emissions
 4. Permits from Air Pollution Control Commission for sand blasting, if appropriate

5. Potential noise impact and measures to minimize noise levels
6. Truck traffic and access routes
7. Pedestrian safety

K. Historical Landmarks

1. Description of the project site location in proximity to a National or Massachusetts Register site or district or Landmark designated by the Boston Landmarks Commission
2. Possible effects to the National or Massachusetts Register site or district or a Landmark designated by the Boston Landmarks Commission

L. Air Quality

1. Impact on local air quality from additional traffic generated by the project, including identification of any location projected to exceed national or Massachusetts air quality standards
2. Estimation of emissions from any parking garage constructed as part of the project
3. Description and location of building/garage air intake and exhaust systems and evaluation of impact on pedestrians

M. Utility Systems

1. Estimated water consumption and sewage generation from the project
2. Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the project on these systems
3. Identification of measures to conserve resources, including any provisions for recycling

N. Energy

1. Description of energy requirements of the project and evaluation of project impacts on resources and supply
2. Description of measures to conserve energy usage and consideration of feasibility of including solar energy provisions

O. Water Quality

1. Description of impacts of the project on the water quality of Boston Harbor or other water bodies that could be affected by the project, if applicable

2. Description of mitigation measures to reduce or eliminate impacts on water quality

P. Solar Glare

1. Analysis of solar glare impact and solar heat gain analysis, if applicable

VII. Public Benefits

A. Employment plan including:

1. Estimated number of construction jobs
2. Estimated number of permanent jobs
3. Future tenant profile
4. Resident, minority and women hiring plan

B. Tax revenues, including existing annual taxes on property, estimated future annual taxes, and change in tax revenue

C. Chapter 121A payment

D. Purchase price for publicly-owned property

E. Development Impact Project Exaction

1. Housing Creation Exaction or Housing Payment Exaction

F. Child Care Plan

G. Other benefits

VIII. Regulatory Controls and Permits

A. Existing zoning requirements, calculations, and any anticipated zoning requests

B. Anticipated permits required from other local, state, and federal entities with a proposed application schedule

C. Employment contract compliance

D. For structures in National or Massachusetts Register Districts or sites individually listed on the National or Massachusetts Register of Historic Places, duplicates of parts I and II of the certification documents and applicable correspondence and permits

E. For projects requiring compliance with the Massachusetts Environmental Policy Act (MEPA), copies of the Environmental Notification Form, Certificate of the Secretary of Environmental Affairs, and Environmental Impact Report, if required

F. Other applicable environmental documentation

IX. Community Groups

- A. Names and addresses of project area owners, displacees, abutters, and also any community groups which, in the opinion of the applicant, may be substantially interested in or affected by the proposed project
- B. A list of meetings proposed and held with interested parties

FEES

The following is a list of fees for development projects. Most fees are not refundable except fees for reviewing developers' proposals for public parcels, which are partially refundable to unsuccessful applicants.

Bid Documents

o Site Preparation Contracts	\$ 100
o Property Management Contracts	\$ 100
o Operation of Parking Lots	\$ 100
o Rehabilitation Documents	\$ 100
o Demolition Contracts*	\$ 100

Chapter 121A Fees

o Application	\$ 5,000
o Amendments of application requiring a hearing and report	\$ 3,500
o Amendments of any kind not requiring a hearing	\$ 2,500

CARD Project Review Fees \$ 2,500

Developer Kits \$ 0-100 (varies depending on size of site and proposed development)

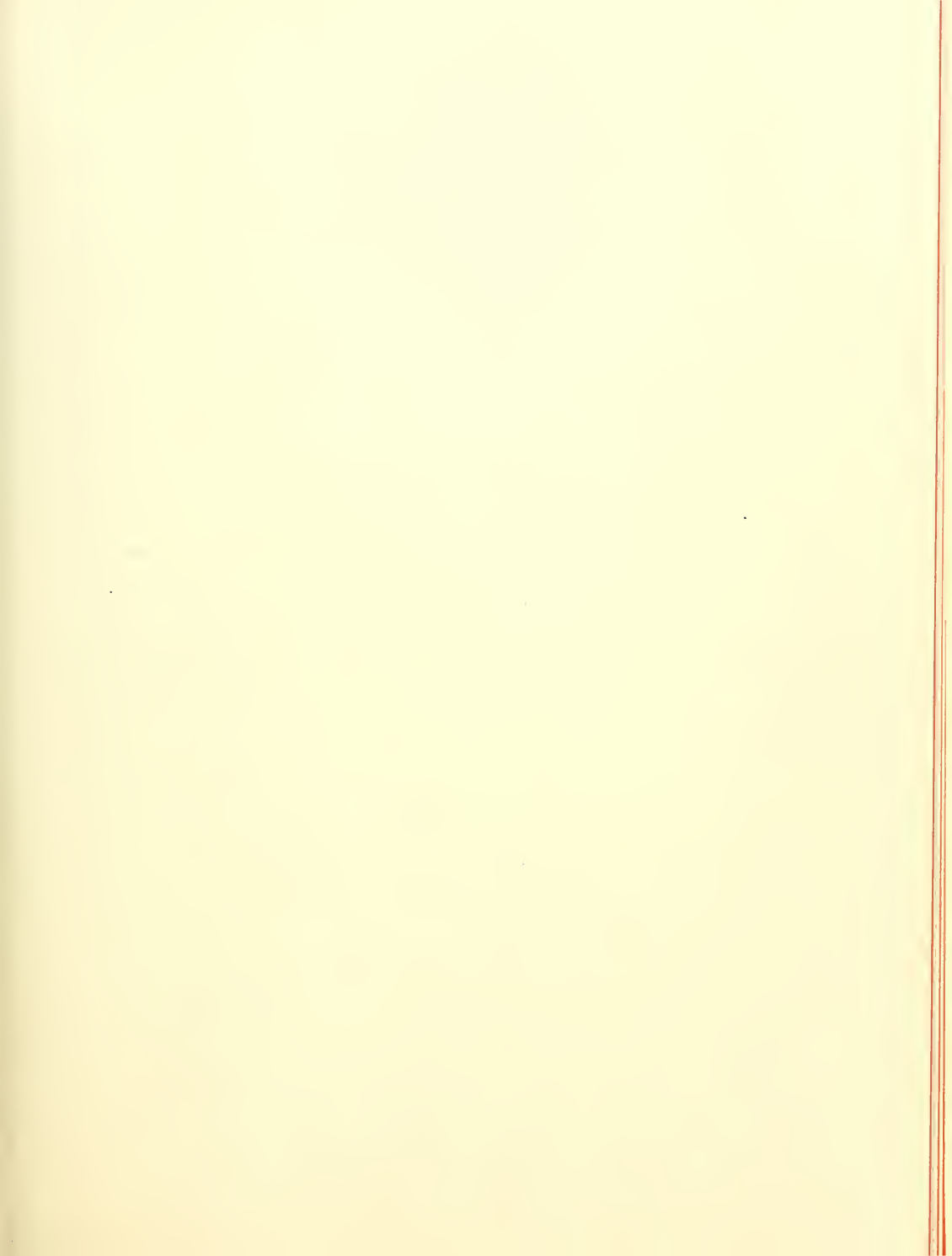
Developer Proposal Fees \$ 0-7,500 (varies depending on site)

Zoning Commission Fees

o Annual subscription to Zoning Code Amendments	\$ 10
o Annual subscription to Zoning Code Amended Pages	\$ 10
o Zoning Code Text or Map Amendment Application	\$ 225
(Advertising costs will also be paid by proponent and will vary according to length of ad)	

Note: Fees for zoning and building code variances and appeals are paid directly to the Board of Appeal.

*Refundable



APPENDIX C



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
RAYMOND L. FLYNN

EXECUTIVE ORDER

EXTENDING THE BOSTON RESIDENTS JOB POLICY

WHEREAS there is a need to ensure that Boston residents receive maximum benefits from the growing private economy of their city, involving the economic resurgency encompassing office, hotel, retail, institutional and unsubsidized residential development;

WHEREAS there is a high rate of unemployment in the City of Boston, among both white and minority residents;

WHEREAS Black, Hispanic, Asian and Native American residents of the City of Boston, as well as female residents have historically been systematically excluded from the construction trades and unions in the City of Boston and such exclusion can and does exacerbate racial and gender tensions as a result of the competition for scarce construction jobs;

WHEREAS the effect of this high level of unemployment has a serious, substantial and deleterious effect for all the neighborhoods of the City of Boston, resulting in the physical deterioration of neighborhoods, vandalism, and crime;

WHEREAS procedures have been outlined to establish a balance between new large scale real estate developments and the needs of low and moderate income residents of the City of Boston, which procedures provide for the establishment of a Development Impact Project Plan and the execution of a Development Impact Agreement to ensure that developments which afford this opportunity for growth also provide a linkage payment for the production of low and moderate income housing in the city's neighborhoods;

WHEREAS in addition to the foregoing, it is appropriate for the City to ensure that each major private development which encompasses office, hotel, retail, institutional or unsubsidized residential development, has a Boston Residents Construction Employment Plan to ensure employment for Boston residents, minorities and women;

THEREFORE, I do hereby order that the following policy shall take effect as of July 12, 1985:

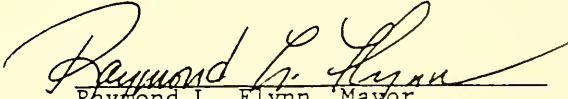
On any new private project or substantial rehabilitation project encompassing office, hotel, retail, institutional or unsubsidized residential development, to which there is a requirement of a Development Impact Project Plan, and to which a Building Permit has not already been issued, that there also be the requirement that the developer submit a Boston Residents Construction Employment Plan to the Boston Redevelopment Authority, which plan shall set forth in detail the developer's

plans to ensure that on a craft by craft basis, the following Boston Residents Construction Employment Standards are met:

- (1) at least 50 percent of the total employee workhours in each trade shall be by bona fide Boston residents;
- (2) at least 25 percent of the total employee work-hours in each trade shall be by minorities; and
- (3) at least 10 percent of the total employee work-hours in each trade shall be by women.

That plan shall further contain provisions for monitoring, compliance, and sanctions. The Commissioner of Inspectional Services shall not issue any building or use permit with respect to any building, structure, or land which requires a Development Impact Project Plan unless the Director of the Boston Redevelopment Authority has certified on the application for a building or use permit and on each Development Impact Project Plan that the project is consistent with the Boston Redevelopment Authority approved Boston Residents Construction Employment Standards as specified above for said project.

Date: July 12, 1985


Raymond L. Flynn, Mayor

APPENDIX D

ARTICLE 8

REGULATION OF USES

SECTION 8-1. Uses Regulated by Districts. In each district the use of land and structures is hereby regulated as provided in the following sections.

SECTION 8-2. Allowed Uses. No land or structure in any district shall be erected, used, or arranged or designed to be used, in whole or in part, for any use except under the provisions of Section 8-3 and Article 6, unless such use is specified in the use item column of Table A of Section 8-7, and the letter "A" is set against such use in the column headed by the designation of such district. Any use so marked shall be allowed as a matter of right, subject only to the requirements set forth in the use item column.

§SECTION 8-3. Conditioned Uses. No land or structure in any district shall be erected, used, or arranged or designed to be used, in whole or in part, for any use under the provisions of Article 6 unless such use is specified in the use item column of Table A of Section 8-7, and the letter "C" is set against such use in the column headed by the designation of such district. The granting of a permit for any use so marked may be authorized conditionally by the Board of Appeal acting under the provisions of Article 6, subject to the requirements set forth in the use item column. The continued right to a conditional use is dependent upon maintaining the character and extent of operations and structures.

(§As amended on April 11, 1979)

SECTION 8-4. Forbidden Uses. No land or structure in any district shall be erected, used, or arranged or designed to be used, in whole or in part, for any use specified in the use item column of Table A of Section 8-7 if the letter "F" is set against such use in the column headed by the designation of such district, except for such nonconforming uses as may be allowed to be continued under the provisions of Article 9.

SECTION 8-5. Uses Subject to Other Regulations. Allowed and conditional uses shall be subject, in addition to use regulations of height, area, yard, setback, lot size and area, lot width, and building bulk, to such provisions for off-street parking and loading, and to such other provisions as are specified in other sections of this code.

‡SECTION 8-6. **Pre-Existing Conditional Uses.** Any use existing on the effective date of this code which this code classifies as a conditional use in the district in which the land occupied by the use is located, and also any use existing on the effective date of any amendment of this code which such amendment so classifies, shall be deemed to have been authorized as a conditional use subject to maintaining the character and extent of operations and structures existing on the effective date of this code or of such amendment, as the case may be. Any application for a change in use or an increase in the area devoted to such use shall be subject to the provisions of Article 6, but no conditional use permit shall be required for the replacement of gross floor area lost by fire or other casualty.

(‡As amended on January 8, 1982)

SECTION 8-7. Use Regulations. No land or structure shall be erected, used, or arranged or designed to be used, in whole or in part, except in conformity with the following table:

TABLE A: USE REGULATIONS

‡Key: Residential	Business	Industrial	Status
S = Single	L = Local	M = Restricted	A = Allowed
R = General	B = General	I = General	C = Conditional
H = Apartment		W = Waterfront	F = Forbidden

ID = Institutional District. See Section 3-1A for specific regulations.

(‡As amended on April 11, 1979)

NO.	USE ITEM	District							
		S	R	H	L	B	M	I	W
	SINGLE FAMILY DWELLINGS								
1	Detached dwelling, occupied by not more than one family	A	A	A	A	A	F	F	F

NO.	USE ITEM	District							
		S	R	H	L	B	M	I	W
2	Semi-detached dwelling occupied by not more than one family on each side of a party wall	F	A	A	A	A	F	F	F
3	Attached or row house occupied by not more than one family in each structure between fire walls	F	A	A	A	A	F	F	F

TWO-FAMILY DWELLINGS

4	Detached dwelling occupied by not more than two families	F	A	A	A	A	F	F	F
5	Semi-detached dwelling occupied by not more than two families on each side of a party wall	F	A	A	A	A	F	F	F
6	Attached or row house occupied by not more than two families in each structure between fire walls	F	A	A	A	A	F	F	F

District

NO.	USE ITEM	S	R	H	L	B	M	I	W
MULTI-FAMILY DWELLINGS									
7	Building or group of buildings for occupancy by three or more families in separate dwelling units including apartment hotel without accessory uses specified in Use Item No. 78	F	#	A	A	A	C	F	C

CONVERSION OF DWELLING STRUCTURES

±8	Any dwelling converted for more families	F	A*	A*	A*	A*	C†	F	C†
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*Where structures after conversion will conform to this code.

†Provided that after conversion, the lot area per dwelling unit, the

open space and the off-street parking each meet not less than one-half the requirements of this code and that after conversion any nonconformity as to floor area ratio and yard dimension is no greater than prior to conversion.

(‡As amended on April 14, 1967, and April 11, 1979)

‡17 ID	Day care center; nursery school; kindergarten.....	C	C +	A *	A	A	A	A	C
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+ Except A in an R-.8 district, provided that the facility accommodates no more than 60 children and the use is accessory to Use Item 16, 16A, 20, 21, 27, 28, or 29; otherwise C.

* Provided that the facility accommodates no more than 60 children; otherwise conditional; and except C in H-2-65 and H-3-65 regardless of the number of children accommodated.

(‡As amended on March 20, 1972, June 7 and October 22, 1974, October 19, 1978, April 11, 1979, and October 31, 1980)

‡34	Store primarily serving the local retail business needs of the residents of the neighborhood, but not constituting a business as described in Use Item No. 34A, including, but not limited to, store retailing one or more of the following: food, baked goods, groceries, packaged alcoholic beverages, drugs, tobacco products, clothing, dry goods, books, flowers, paint, hardware and minor household appliances	F	F	F	A *	A +	A	A	C
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* Except C if the hours during which such establishment is open to the public begin before 6 A.M. or extend beyond 12 midnight, or if such merchandise is sold or displayed out of doors on the premises of such store.

+ Except C if merchandise is sold or displayed out of doors on the premises of such store.

(‡As amended on May 26, 1972, June 7, 1978, and October 14, 1981)

NO.	USE ITEM	District							
		S	R	H	L	B	M	I	W
	EATING PLACES AND ENTERTAINMENT								
±37	Lunch room, restaurant, cafeteria or other place for the service or sale of food or drink for on-premises consumption, provided that there is no dancing nor entertainment other than phonograph, radio and television, and that neither food nor drink is served to, or consumed by, persons while seated in motor vehicles	F	F	F	A*	A*	A	A	C
	*Except C in L-2-65, B-3-65 and B-10-155. (±As amended on August 12, 1971, February 10, 1972, June 7, 1974, October 22, 1974, and October 31, 1980)								
±39	Office of accountant, architect, attorney, dentist, physician, or other professional person, not accessory to a main use	F	F	C*	A	A	A	A	C
	*Except F in H-2-65 and H-3-65; C in H-1, H-1-40, H-1-50, H-2, H-2-45 or H-3 only if it is within two hundred feet of an H-4, H-5, L, B, M, I or W district. (±As amended on February 17, 1971, March 20, 1972, July 9, 1973, October 19, 1978, February 28, 1979, October 31, 1980, and June 16, 1982)								
±39A	Clinic not accessory to a main use	F	F	C*	A†	A†	A	A	C
	*Provided that if in an H-1, H-1-40, H-1-50, H-2, H-2-45, H-2-65 or H-3 district, it is within two hundred feet of an H-3-65, H-4, H-5, L, B, M, I or W district. †Except C in L-2-65 and B-3-65. (±As amended on October 19, 1978, Febru- ary 28, 1979, October 31, 1980, and June 16, 1982)								

RESIDENCE DISTRICTS

LOCAL BUSINESS DISTRICTS

†TABLE B: DIMENSIONAL REGULATIONS

DISTRICT	TYPE OF USE	LOT SIZE minimum sq. ft.	LOT AREA minimum sq. ft. for each add'l dwelling unit	LOT WIDTH minimum feet	FLOOR AREA RATIO maximum	HEIGHT OF BUILDINGS maximum stories	USABLE OPEN SPACE minimum sq. ft. per dwelling unit	FRONT YARD minimum depth feet (14)	SIDE YARD minimum width feet	REAR YARD minimum depth feet	SETBACK OF PARAPET minimum distance from lot line	REAR YARD maximum & accessory buildings
S-3	1 family detached Other use	9,000	6,000	70	0.3	2½	35	25	12	40	none	25
S-5	1 family detached Other use	6,000	4,000	60	0.5	2½	35	25	10	50	none	20
R-5	1 & 2 fam. detached Any other dwelling Other use	5,000	3,000	50	0.5	2½	35	20	10	40	none	25
R-8	1 & 2 family row Any other dwelling Other use	5,000	3,000	50	0.5	2½	35	25	10	40	none	20
H-1-40	1 & 2 family row Any other dwelling Other use	2,000	1,500	none	1.0	4	40(11)	20	(4)	30(6)	H + 1'	25
H-1-50	1 & 2 family row Any other dwelling Other use	5,000	1,000	50	1.0	4	40(11)	20	(4)	10 + ½(6)	for all uses	25
H-1	1 & 2 family row Any other dwelling Other use	2,000	1,500	none	1.0	none	none	20	(4)	30(6)	H + 1'	25
H-2-45	Any dwelling Other use	none	none	none	2.0	45	150	20	(4)	10 + ½(6)	for all uses	25
H-2-65	Any dwelling Other use	none	none	none	2.0	7	65	20	(4)	10 + ½(6)	H + 1'	30
H-2	Any dwelling Other use	none	none	none	2.0	none	150	20	(4)	10 + ½(6)	H + 1'	30
H-3-65	Any dwelling Other use	none	none	none	3.0	65(9)	50	(10)	(4)	25% of lot depth	H + 1'	40
H-3	Any dwelling Other use	none	none	none	3.0	none	100	15	(4)	10 + ½(6)	H + 1'	35
H-4	Any dwelling Other use	none	none	none	4.0	none	50	15	(4)	10 + ½(6)	H + 1'	40
H-5	Any dwelling Other use	none	none	none	5.0	none	50	15	(4)	10 + ½(6)	H + 1'	40

L-5	Any dwelling Other use	(3)	(3)	(3)	0.5	2½	35	(3)	(3)	(3)	none	(3)
L-1	Any dwelling Other use	(3)	(3)	(3)	1.0	3	35	(3)	(3)	(3)	none	(3)
L-2-65	Any dwelling Other use	(3)	(3)	(3)	2.0	7	65	(3)	(3)	(3)	H + 1'	(3)
L-2	Any dwelling Other use	(3)	(3)	(3)	2.0	none	none	(3)	(3)	(3)	H + 1'	(3)

APPENDIX E

Appendix F

BOSTON'S SOUTH END

SOME PRELIMINARY 1980 - 1985 COMPARISONS

	1980	1985	Change	
			Number	Percent
Population	27,125	29,951	+ 2,826	+ 10.4
People in Group Quarters	1,795	1,000*	- 795	- 44.3
Population in Households	25,330	28,951	+ 3,621	+ 14.3
Housing	13,752	13,893	+ 141	+ 0.1
Vacancies	1,733 (12.7%)	611 (4.4%)	- 1,122	- 64.7
Occupied Housing	12,019	13,282	+ 1,263	+ 10.5
Persons Per Household	2.1	1.7 (2.2)		
Race & Ethnicity				
White	10,662	10,183	- 479	- 4.7
Black	11,058	13,777	+ 2,719	+ 24.6
Asian	3,063	3,295	+ 232	+ 7.6
Hispanic	3,443	3,000	+ 443	- 12.9
Persons in Poverty (Percent)	23	17		- 26
Public Housing	1,562	1,576	+ 14	+ 0.9
Assisted Housing	3,247	3,561	+ 314	+ 9.7
Lodging House Rooms	1,219	901	- 318	- 26.1
Gross Median Rent	\$ 208	\$ 370	+ \$ 162	+ 177.9

Sources: 1980 Federal Census
1985 City Census
1985 Boston Household Survey
1985 Boston's Housing Stock (Geotze)

Compiled by BRA Research Department

* Estimated

620

100

100

100

BOSTON'S SOUTH END

SOME PRELIMINARY 1985 COMPARISONS

POPULATION AND HOUSING 1950 - 1985

	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1985</u>
Population	57,218	34,956	22,775	27,125	29,951
Housing Units	15,536*	20,849*	10,885	13,752	13,893
vacant	490	3,268	1,763	1,733	611
rate	3.2%	15.7%	16.2%	12.7%	4.4%

* Note: 1950-1960 housing unit count represented a change in Census unit definition regarding lodging houses so that real 1950 units should be about 22,000.

HOUSING COMPOSITION, 1985

Total Housing Units	13,893	100%
Public Housing	1,576	11%
Assisted Housing	3,561	26%
Condominiums	1,367	10%
Owner-Occupied, Non-Condo	1,428	10%
Rent Housing	5,961	43%

LODGING HOUSES, 1985

	<u>Houses</u>	<u>Rooms</u>	<u>Lodgers</u>
South End	39	901	859
Boston	258	3,943	4,117
South End as a % of Boston	15.1%	22.9%	20.9%

SOUTH END AND BOSTON CONDOMINIUM DEVELOPMENT, 1969-1985

	<u>1969-75</u>	<u>1975-79</u>	<u>1980-82</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>Total</u>
South End	36	83	353	210	318	377	1,367
Boston	1,568	2,489	8,012	1,873	2,616	4,525	21,557
Percent	2.3%	3.3%	4.4%	11.2%	12.2%	8.3%	6.3%

Sources: 1980 Federal Census
1985 City Census
1985 Boston Household Survey
1985 Boston's Housing Stock (Geotze)

Compiled by BRA Research Department

* Estimated

BOSTON'S SOUTH END

1985 SOUTH END AND BOSTON HOUSING COMPARISONS

	<u>South End</u>	<u>Boston</u>
VACANCY RATE		
Gross vacancy rate	4%	6%
Net vacancy rate	3%	4%
HOUSING TENURE		
Owner occupied	20%	32%
Renter occupied	80%	68%
ROOMS PER UNIT	3.6	4.7
PERSONS PER HOUSEHOLD	1.7	2.4
OVERCROWDING	1%	4%
INTERIOR HOUSING CONDITION		
Very Good and Good	80%	73%
Fair and Poor	20%	27%
EXTERIOR HOUSING CONDITION		
Little or no work needed	62%	70%
Great deal or some work	38%	30%
HOUSING UNITS PER STRUCTURE		
One	2%	20%
Two, three, and four	48%	42%
Five and six	10%	7%
Seven and more	40%	31%

Sources: 1980 Federal Census
 1985 City Census
 1985 Boston Household Survey
 1985 Boston's Housing Stock (Geotze)

Compiled by BRA Research Department

SOME PRELIMINARY SOUTH END DATA
RENT AND RESIDENTIAL SALES PRICES

EXISTING HOUSING UNIT MEDIAN RENTS, 1985
(includes public and assisted units)

	<u>South End</u>		<u>City</u>	
	<u>Contract Rent</u>	<u>Gross Rent</u>	<u>Contract Rent</u>	<u>Gross Rent</u>
Less than \$200	24%	20%	21%	15%
\$200 - \$299	15	19	18	12
\$300 - \$399	24	20	22	21
\$400 - \$599	24	25	24	32
\$600 and more	13	15	15	19
Total	100%	100%	100%	100%

SOUTH END MEDIAN ADVERTISED APARTMENT MONTHLY GROSS RENTS

	<u>1975</u>	<u>1985</u>	<u>1985</u>
Studios	\$163	\$338	\$ 554
One Bedrooms	225	430	742
Two Bedrooms	308	595	1,017
Three Bedrooms	420	650	1,142
Four Bedrooms	400	850	1,563
Five Bedrooms	x	x	1,783

RESIDENTIAL SALES PRICES

<u>1, 2, and 3 Family Median Sales Price</u>		<u>Median Condominium Sales Prices, Jan.-June, 1983</u>	
1975	\$ 50,000	South End	\$ 81,110
1984	\$230,000	Boston	\$ 62,375
17% annual rate, 1975-1984			+30%

Sources: 1980 Federal Census
1985 City Census
1985 Boston Household Survey
1985 Boston's Housing Stock (Geotze)

Compiled by BRA Research Department

SOME PRELIMINARY SOUTH END - CITY COMPARISONS, 1980-1985
HOUSEHOLD, AGE, AND EMPLOYMENT DATA

	South End		Boston	
	1980	1985	1980	1985
HOUSEHOLD COMPOSITION				
Unrelated Individuals	60%	79%	47%	54%
Alone	48	50	37	32
With Others	12	29	10	22
Families	40	21	53	46
Married Couples	22	10	33	29
Single Parent with Children or Relatives	18	11	20	17

MARITAL STATUS OF ADULTS

Single, Never Married	49%	60%	47%	45%
Now Married with Spouse	29	15	35	37
Divorced and Separate	15	18	9	10
Widowed	7	7	9	7

AGE COMPOSITION

0 - 9	10%	6%	11%	11%
10 - 19	13	12	16	14
20 - 24	11	13	14	15
25 - 34	25	30	19	22
35 - 54	22	28	18	20
55 - 64	8	5	9	7
65+	10	6	13	11
Median Years	30.9	30.8	28.9	28.8

OCCUPATIONAL DISTRIBUTION

Professional/Technical	25.0	25.6	20.3	25
Managerial	11.6	21.9	9.9	18
Sales	6.5	9.8	7.3	7
Clerical	16.0	6.1	22.8	20
Craftsmen & Operatives	14.7	11.0	17.4	18
Services	20.9	24.0	18.4	18
Laborers	2.2	1.6	3.5	2

Sources: 1980 Federal Census
1985 City Census
1985 Boston Household Survey
1985 Boston's Housing Stock (Geotze)

Compiled by BRA Research Department

APPENDIX F



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